AN-AMERICAN Fisherman

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MAY 1951

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INVESTIGATIONS

MAY 21 1951

First Pharmacy of the Fishing Fleet

'Water Judas'

By Stuart Alton

TUNA FISHERMEN - *Please take notice!*

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We are happy to announce that effective immediately we have reduced our Life Insurance rates for most all Tuna Fishermen. We will now consider Tuna Fishermen on boats 85 feet long or longer, both officers and men, at standard rates for all regular permanent forms of life insurance. Regular Waiver of Premium Benefit for Total and Permanent Disability is also available at standard rates.

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HERE'S WHY: NYLOCK 100% Nylon Netting is the most revolutionary development in the fishing industry since net fishing was introduced centuries ago. NYLOCK's record of catches (attested to by scores of fishermen) has been almost unbelievable.

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Jersey City, N. J.

MOODUS NET & TWINE INC.
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East Hampton, Connecticut

JOSEPH F. SHEA, INC.
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SOLE DISTRIBUTORS:
BROWNELL & COMPANY, *Inc.*
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Moodus, Connecticut

MANUFACTURED BY:
The **HEMINWAY & BARTLETT** *Mfg. Co.*
500 Fifth Avenue, New York 18, N. Y.

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Delo Oils

UNIT 275 H.P. Union diesels – 6 cyl-11"x15" M.V. Komoku

LUBRICATOR Dry sump

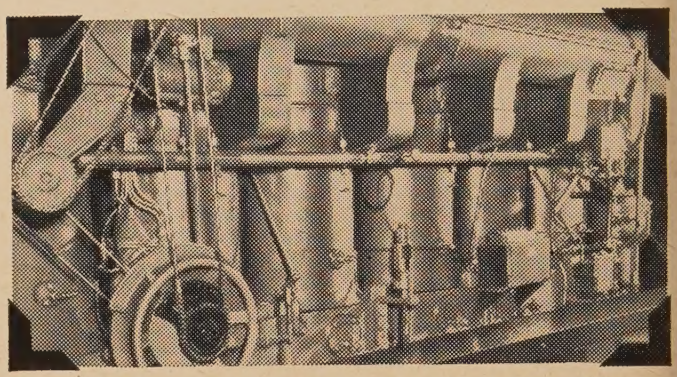
CONDITIONS Intermittent operation. Capacity loads against strong tides

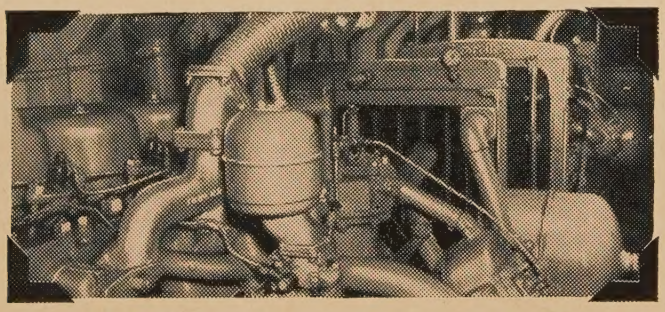
PERIOD 12 years

FIRM Bay & River Navigation Co., San Francisco

No stuck rings or bearing failures in 12 years!

HAULING 900-TON-AVERAGE LOADS, the M. V. Komoku's two 275 H.P. diesel propulsion engines have been lubricated with RPM DELO Oils since the vessel was built in 1938. "In all that time," says Chief Engineer R. B. Gibson, "we haven't had ring or bearing trouble. About 5 years ago we pulled the pistons, but there was so little wear we only installed standard rings. We grind exhaust valves yearly, intakes every two years." RPM DELO Heavy-Duty Lubricating Oil keeps these engines clean and lubricated.





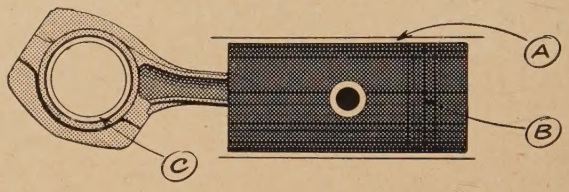
FIVE CATERPILLAR AND BUDA DIESELS are also on the M. V. Komoku to operate air compressors, generators, etc. . . . are lubricated with RPM DELO Heavy-Duty Oil. In varying periods, RPM DELO Oils have prevented ring, cylinder or bearing trouble in any of them.

REMARKS: The M. V. Komoku transports sugar from upper San Francisco Bay to various terminals. Strong tide flow, common in the Bay, often makes heavy going for her engines.

RPM DELO Oils are designed to meet every heavy-duty engine need. Besides RPM DELO Heavy-Duty Oil in the Komoku, the other high-performance grades are RPM DELO Special, RPM DELO Supercharged-1, RPM DELO Supercharged-2 Lubricating Oil.

RPM DELO LUBRICATING OILS

How RPM DELO OILS keep engines clean and prevent wear



A. Contain special additives that provide metal-adhesion qualities . . . keep oil on parts whether they are hot or cold, running or idle.

B. Anti-oxident resists deterioration of oil and formation of lacquer . . . prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.

C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.

STANDARD TECHNICAL SERVICE checked this product performance. If you have a lubrication or fuel problem your Standard Fuel and Lubricant Engineer or Representative will give expert help; or write Standard of California, 225 Bush St., San Francisco 20.

Trademark "RPM DELO" Reg. U. S. Pat. Off.

STANDARD OIL COMPANY OF CALIFORNIA

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Smagazine of PAN-AMERICAN FISHERIES
ned with the magazine TUNAfisherman

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COVER

artinac's (Tacoma, Washington), newest on, Mona Lisa, launched last month.

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FOREIGN BUREAUS

ulu, T. H.; Anchorage, Alaska; Sydney, Aus- Mexico City; Lima, Peru; Balboa, Canal Zone; own, S. Africa; Tokyo; Ensenada, Mexico; a, Mexico.

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DOMESTIC BUREAUS

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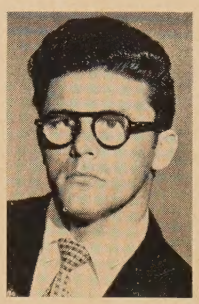
ABOUT THIS ISSUE:

ORDINARILY, drugstores aren't a principal topic of discussion with the *Cafe Paree* clique, but, according to Lawrence Lusitana, Associate Editor of the *Pan-American Fisherman*, there is, here in San Diego, an exceptionally interesting saga linked with the present day success enjoyed by Ferris & Ferris, situated on the corner of Fifth and Market streets in downtown San Diego, California, an establishment that sells everything from corn plasters for midgets to non-irritating resin for application to bare pates that require artificial covering.



Indeed, the story smacks of interesting historical notes, among which can be found the practicing of medieval chicanery of so-called "Doctors" who, measured by today's yardstick of scientific medical knowledge, were a little on the side of what today is known as quackery. There are also screen personalities, duels with swords by a duo of gay blades, and some of the oddest remedial concoctions imaginable to be found within its paragraphs. The story, entitled *First Pharmacy of the Fishing Fleet*, can be found on page ?? and should sate the literary appetite of most anyone.

•

Contributing Editor Stuart Alton, in his wanderings along San Diego's famed *embarcadero* during the past month, happened upon a story that fairly drips with precipitated envisionment of future scientific apparatus that is being developed today to aid the tuna capital's huge fleet of clippers. Alton, in writing the story, delved into the background of the Bendix depth recorder and, in so doing, came up with a factual composition that makes for some mighty fine reading. The Bendix Depth Recorder is a device that records, on a simplified chart, the ocean bottom and any disturbances of marine life directly within its scope of operation, thus aiding fishermen tremendously in locating bait.

In the opinion of many fishermen, ocean life, in general, knows no more efficient spy ring than the Bendix Aviation Corporation, Pacific Division, and its chief Cloak and Dagger minion, the Bendix depth recorder, so says Alton. His story is on page ??, and it's called "*Water Judas.*"

•

The ingredients for success in any chosen field involve, in the main, a lot of ambition; a dab of drive; several kinds of perseverance; enough savvy to pick up some extra learning on the subject you are most interested in, and the will to continue no matter what the odds or cost. This, in essence, is a vivid description of Joseph M. "Big Joe" Martinac, General Manager of the J. M. Martinac Shipbuilding Corporation, Tacoma, Washington. This Yugoslavian-American, despite answering to 56 Christmases, can turn in a day's work at the big, busy yard second to none, and is turning out some of the finest tuna clippers ever to come out of the Pacific Northwest country. Martinac is building a reputation as one of a small group of real experts left in his field, and the validity of this statement may be seen in the recently launched *Mona Lisa*, one of the most beautiful tuna clippers in the great fleet of ships on the Pacific Coast. The story about Big Joe, on page ?? and entitled *Tacoma's "Big Joe,"* will more than explain the reason why the gentleman, who arrived in this country many years ago, almost broke and almost friendless, became one of the best-known men in shipbuilding on the West Coast.

•

Norman B. Wigutoff, Fishery Marketing Specialist, Fishery Products Laboratory, Educational and Market Development Section, Branch of Commercial Fisheries, Ketchikan, Alaska, (Whew!) wrote an interesting article on page ?? entitled, *It's Not Done With Mirrors*, discussing the increased trolling activities in recent years along the coasts of central California and southeastern Alaska. Wigutoff really knows his stuff about trolling.

—Robert W. McGraw.

EDITORIALS

ACCOLADE

San Diego, California, parents of school-age children owe a heartfelt vote of thanks to the Joint Employes Salary Committee. Not the least of this should be pointed at that group of public-spirited citizens who have given of their time and effort toward ironing out the potentially dangerous situation involving teachers' salary structure for the coming school year. Before formation of this group, which took place last January, any adjustment in the presently deplorable salary structure for competent educators looked doubtful, at least for 1951-52. At this writing, of course, the situation looks much brighter, as, on April 1, a significant victory was won. This concerned a two-step raise for classified employes, which means gardeners, custodians et cetera. Unfortunately, however, the teachers themselves could not be favored by the Board of Education at the same time. This was due to the existence of previous contracts which still were in force, and could not legally be broken. During May, however, this phase of the overall salary adjustment is to come under the Committee's consideration, and this page, among thousands of other opinions, sees no reason why the educators in question should not be granted a *healthy* raise. Otherwise, some extremely valuable people may decide to abandon their chosen posts, in favor of the much higher rate of pay offered by shipyards, aircraft factories, and such. A dilemma of this nature, needless to say, would be short of disastrous; it would leave our schools virtually crippled. It is to the shame of this country that it provides sufficient funds for such idiocies as inconsequential monuments, and the means for shabby politicians to publicize themselves, while our teachers are shockingly underpaid. Formal education, of every nature and facet, is the hope of civilization. Posterity may accord this country a doubtful place as the result of its attitude toward its educators. Another page in this publication lists the names of the businessmen, educators, civic leaders and professionals responsible for San Diego's "uprising." Perhaps it would not be too much to hope that the action might spread to other and similarly backward areas.

GOOD HUNTING, A. B.

Most men, regardless of their occupation, like to feel that there wi come a day, before they reach too great an age, when they will be financiall able to retire and take life easy. Some make it, more are forced to wo beyond the time when a comfortable porch chair, leisurely meals and re hunting, fishing, golf, or a myriad of other confits should be the order the day, rather than a series of extra-curricular activities. In the main, the fortunate beings, however, put in plenty of working hours to attain their goa A. B. Knowles was one of these. From the position of salesman, Knowles ro to the presidency of one of the West Coast's largest United States Managi General Agents in the insurance business. Last month he retired to live at h beautiful stock ranch in Sonoma County, California. True, he still will associated with the platinum-coated firm that he founded. But only in advisory capacity. His major interest, in the future, will involve visiting a entertaining his troop of friends, and in running his spread. Have a goo time, friend. You've got it coming to you.

THAT WHICH IS CAESAR'S

According to some reports, Crowell D. Eddy and his assistant in the t assessor's post for San Diego County, Arthur C. Eddy, are against Assembl man Frank Luckel's bill to reduce taxes on fishing vessels hereabouts. Cro ell D. Eddy's objections are two-fold; one being that the measure's passa would reduce San Diego's tax mulct by eight to ten million dollars annuall and the other is that it is unfair. We must admit the validity of Eddy appraisal in both instances.

Luckel's bill is discriminatory. It calls for a ninety per cent redu tion of taxes on boats of more than fifty tons gross registry, leaving the litt fellow high and dry. In the matter of Eddy's other objection, however, it obvious that he is impelled by a touching devotion to burocratic principl other than by any common sense. For if something is not done soon to alle iate the tax squeeze on Southern California's commercial fishing boat owner the State may lose some of its fleet to ports in Washington and Oregon. T long have the impositions of California tax publicans fallen upon fisherme and the odor is beginning to offend the hitherto strong nostrils of even th hardy group. The situation is worse yet for the fact that port improvemer in San Diego at least, has not been figured in these taxes since 1948. It interesting to note, however, that the Messrs. Eddy are not alone in the robust efforts to save the day. John Quinn, another apparently civic-mind assessor, has joined them. Quinn is the Los Angeles County assessor, and has sent his assistant to Sacramento to work for the bill's defeat—at, natu ally, the taxpayer's expense. But perhaps we shouldn't blame those wh would practice self-preservation. In the cases of the Messrs. Eddy and Quin certainly their jobs are much more fun when the tax-paying public is bei squeezed until it bawls.

—John Spring

The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Quito, Ecuador.—The new Ecuadoran Presidential Decree on Fish and Fisheries increases the fees for American fishing vessels, according to an American Consulate dispatch from Quito dated March 15. The new decree, published in the Registro Oficial, No. 747, dated February 23, 1951, is Ecuadoran law until the next session of the Ecuadoran Congress in August 1951. If the Congress does not amend the decree during that session, it then becomes a permanent Ecuadoran law. It is not believed that there will be any attempt to alter the present decree in the next Congress.

There is no prohibition of tuna purse seining. In Article 2, the territorial waters of Ecuador are claimed to extend from the lowest tide to a distance of 12 nautical miles from the mainland coast; also, concerning the Galapagos Islands, that territorial waters extend similarly for 12 miles, measured as a unit from the furthest points of the exterior islands, rather than around each island.

In Article 23 the system of issuing licenses by radio to fishing vessels at sea is authorized. In Article 28 the fees are increased. Permits from California, valid for 100 days, now are as follows: Registration for tuna, swordfish, and shark, $200.00, and for codfish, $100.00; additional permit fee per each net ton of registry for tuna and shark, $12.00, for swordfish $20.00, and for codfish, $8.00.

Paris, France.—The French customs authorities have been requested to suspend entry into France of canned fish, crustaceans, and other marine animals beginning on April 1, 1951, according to a note addressed to the U. S. Department of State from the embassy of France in the United States. The order was issued by the French minister of the merchant marine.

Apparently this action was taken because no agency has yet been selected to issue inspection certificates for shipments from the United States. Efforts are being made to select such an agency. These certificates have been required since January 1, 1951, to accompany imports into France of the products mentioned. The regulations which require these inspection certificates were issued in a decree of October 5, 1949, published in the Journal Officiel of October 12, 1949.

Meanwhile, the use of drag nets fished by one or more boats is forbidden during a period of three years in the territorial waters of the French zone of the Sherifian empire, a December 13 American consular dispatch from Rabat reports. The decree (dated September 2, 1950) was promulgated in order to protect the country's fishing grounds, and became effective on November 1, 1950.

The area in which this type of fishing is prohibited is designated by the decree as lying between the lighthouse of Mehdia and the lighthouse of Fedala; and from the parallel of the lighthouse at Tefelnet and the parallel of the Marabout Sidi Ouassai, to the south of the outlet of the river Massa.

Not affected is gear fished "by hand, along the bank, near the shore, or on board a stationary boat, as well as those which sink to the bottom and are immediately pulled to the surface again from the land or at sea, such as seines."

Esbejerg, Denmark.—Trawling gear in European countries is being improved steadily, according to recent reports. A new German-Dutch type trawl constructed in Esbjerg, Denmark, has been tested with good results. Danish fishermen who watched the tests were enthusiastic over its performance.

In March or April this year, a floating trawl, requiring only one boat, will be tested off Honolulu, Sweden, on bottom so rough that the usual trawl cannot be used effectively. The Swedish inventor, Karl-Hugo Larsson of Stockholm, calls his new gear the "Phantom trawl."

Merida, Mexico.—A total of 568,180 pounds of fresh and frozen shrimp were exported from Ciudad del Carmen Campeche, during January this year, a March 9 American consular dispatch from Merida states.

Press reports indicate that 49 metric tons of shrimp were shipped to the United States from Campeche City in a refrigerated vessel during February, and some were also shipped by air freight. Shrimp-fishing circles in Campeche allege that from 200 to 300 shrimp-fishing vessels of American registry are operating in waters 25 to 30 miles off the western coast of the Yucatan peninsula. Press items originating in Mexico City state that units of the Mexican navy have been stationed in the gulf to investigate complaints that American vessels were operating in Mexican territorial waters.

Tokyo, Japan.—Experiments in drying marine products by means of infrared rays are being conducted in Japan, according to the February 3 Weekly Summary issued by SCAP's Natural Resources Section. Some of this work is being done at the Tateyama Branch Fisheries Experimental Station, operated by the Chiba Prefectural Government. Experiments have been made with seaweed, cuttlefish, sardines, horse mackerel, and whale meat.

General results indicate that when fish is exposed under infraray lamps with a temperature of 40° to 50° C (104° to 122°F) a high percentage of the water content is eliminated within two hours. The drying time is further reduced if artificial ventilation is used to accelerate heat convection.

Researchers report that fish treated by infrared rays had little or no smell and no oily rust. Experiments are being continued to determine whether results will justify operation on a commercial scale.

PAN-AMERICAN
fisherman
NEWSmagazine of PAN-AMERICAN FISHERIES

Celebrations, Disaster, Industry Changes

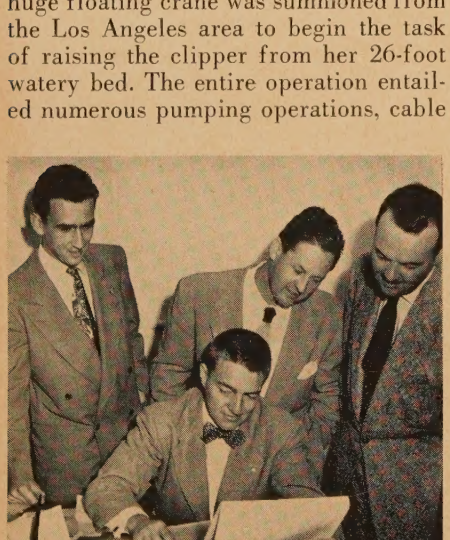
TO DAVY JONES

And Back:

San Diego, Cal., April 2—(MPA)—A leaky sea valve was the expensive cause for the untimely sinking of the tuna clipper, *Sun Queen*, at her B street mooring on the Sunday morning of April 1, and resulted in an estimated $75,000 damage. The sleek vessel, owned by insuranceman Cosimo Cutri, was recently released from a repair yard following a complete overhauling and painting, and is now laid up for approximately another month.

A crew member, on his way home in the wee hours of the morning the accident occurred, noticed the boat listing forward and approached to investigate the matter. He immediately called aid and a harbor fireboat attempted to pump the fast-rising water from the boat's hold, but the effort was futile and the vessel sank within two hours. A huge floating crane was summoned from the Los Angeles area to begin the task of raising the clipper from her 26-foot watery bed. The entire operation entailed numerous pumping operations, cable cradling and huffing and pulling, and, before a large crowd of curious and sympathetic onlookers, the boat was finally brought to the surface early on the afternoon of April 2.

The unfortunate occurrance took place a scant 4 days before official announcement that the 2-month-old tuna fleet strike had finally terminated, thus depriving the vessel of going to sea with the remainder of the huge tuna fleet, and costing her owners and crew additional monies while she remains in the repair yard. The ship, valued at more than $400,000, is one of the newest clippers in the fleet, and has made several profitable catches recently.



Conferees

Harbor celebration committeemen go over plans for blow-out. Left to right (standing) "Hank" Roloff, "Hap" Holliday, Tom Herne. At desk, Leon Parma. All are members of Junior Chamber of Commerce, San Diego, except Holliday. Chamber is sponsor of event which will take place July 20, 21, 22.

HONOR

Extravaganza:

San Diego, Cal., April 23—(MPA)—San Diego's giant tuna fleet finally is going to be honored after many long years of struggle, strife, heartbreak, and, as annual receipts now verify, success. It has indeed been a long time in coming, but, as all indications intimate, it will have been worth the 50 years of heavy taxes, tragedies and problems its minions have experienced in that time.

The San Diego Junior Chamber of Commerce, in cooperation with San Diego's maritime industries and allied businesses, is going to unveil a three-day shindig that will have the entire country buzzing with anticipation and interest long before the event actually begins. In essence, the celebration, to be staged July 20, 21, and 22, is designed to focus national and international attention on San Diego's harbor and upon the various local industries which use the City's harbor facilities. In addition, the 1951 Harbor Days celebration will commemorate the 50th anniversary of San Diego's tuna industry.

The three-day pageant, which will resemble the New Orleans' famed Mardi Gras extravaganza in Louisiana, will feature enough spectator and community events to keep the contemplated thousands of residents and visitors busy for the entire period of time given over to the all-out celebration.

Crippled

***Sun Queen*, one of fleet's most successful clippers, is slowly brought to surface after mishap.**

Spectator events will include assau landing demonstrations by Navy an Marine Corps groups, a pleasure bo parade, Coast Guard helicopter exhib tions, City fire boats in action, je assisted seaplanes in power take of from the harbor, and selection of "Queen" to reign over the entire cel bration. Current plans call for an ou door art show, featuring paintings San Diego Bay scenes. There is a po sibility that an art auction will follo the awarding of art show prizes.

Community participation events sch duled include street dances and a co munity "fish fry," a complimenta event, where visitors will have an oppo tunity to try various seafoods in a co munity luncheon or dinner. Prese plans also anticipate open house activ ties at local tuna packing plants, shi yards, and yacht clubs, and additio ally, Navy vessels will welcome aboa Mr. & Mrs. Public. There is a possibili that other naval and military install tions around the Bay will hold simil open house programs. The events wi take place on the perimiter of San Die Bay opposite the section of Harb Drive between 28th Street and Cabril National Monument, while other even will be presented just off the Embarc dero. The Embarcadero itself will the location of the many booths th will display products of the City's "Ha bor Industries" and also show mari and allied supplies.

(*Continued on page 2*

'Water Judas'

ings are getting rougher, at least for marine life. Here's the latest to plague bait fish.

by Stuart Alton

Dealer

Roy Wilson of Shepherd Diesel, San Diego, California, a distributor of Bendix depth recorder.

ETIRED after 43 years of commercial fishing, the old clipper Captain stood on the docks of Diego, California's, *embarcadero* watched the sleek, tuna-seeking yhound churn its way to a berth ng the seawall. The placidity of the oor waters lent a mirrored back- to the rugged silhouette of the oly-tanned, pipe-smoking old war- of the waves. A slight frown creas- his face, as his sharp eyes took in, glance, the sweeping curves of the eful ship. Certainly things had been erent in his stormy day. Who could e imagined that, forty years ago, a seagoing palace would be used commercial fishing? Those babies e for millionaire sportsmen. Who, reover, could have envisioned the sent-day innovations in equipment; scientific application of knowledge ch so materially aided today's fish- an in effecting his big hauls? Forty, even thirty years ago, a man had to up with small boats, limited trips ause of limited storage space, infer- icing facilities and buffets from the ments that, after completion of a , left a man pretty well beaten up. ere hadn't been much money in it n, either.

Now, as the gleaming craft stirred a thy wake in its angling for position, grizzled veteran rapped his pipe ainst a guard rail, pocketed it, and olled a few paces closer. When he progressed to within a few feet of vessel, he suddenly stopped and red at a contraption that was being carefully handled by the craft's skipper and several crewmen. The thing looked like a small television set, and, as the men brought it ashore and loaded it into a waiting automobile, the old mariner, his curiosity getting the better of him, approached and asked, "What's that thing?" His question, however, went unanswered, as, with a quick clash of gears, the car roared off with the skipper and crew members aboard. But he got the dope, nevertheless.

"That," said a pleasant-looking man standing nearby, is known as a 'Water Judas.'"

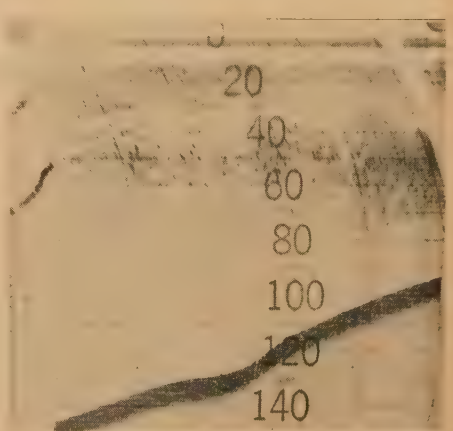
"A what?"

"'Water Judas.' Actually, it's a depth recorder, put out, I understand, by a national manufacturer to help fishermen locate bait. When a clipper gets out to sea, they turn it on and that screen in front charts the ocean bottom. Any fish between the ocean floor and the surface are charted, too. That's where they get the 'Judas' part. You know, the 'betrayal' angle."

THE old Captain's mentor, it should be explained at once, was Howard Morin, the San Diego *Union* newspaper's waterfront reporter for more than 30 years, and a man who makes his living by knowing as much as possible about what goes on around the Border City's harbor. Noted for his shrewd appraisals of waterfront politics, industry or items of equipment, his characterization of the Bendix depth recorder stands up with the best of his past statements of fact. In the opinion of many fishermen, ocean life, in general, knows no more efficient spy ring than the Bendix Aviation Corporation, Pacific Division, and its chief Cloak and Dagger minion, the Bendix depth recorder—at least since *Circa* 1948.

That year, among other developments, ranks with the most tumultous in the history of Southern California's tuna industry. Canners were burning the midnight oil to reestablish civilian markets; fishermen were driving themselves to satisfy the canners' demands, new boat brokers were springing up overnight, and shipyards, as the result of all this, were turning out clippers as fast as materials, made scarce by the war, could be begged or bought. The fisherman's

(*Continued on page 21*)



Stool Pigeon

Chart of depth recorder. Black line (lower) is ocean floor. Smudges near top are fish.

Fishermen seldom forge

a favor. That's why a certain San Diego

California, drugstore became the

First Pharmacy of the Fishing Fleet

by

Lawrence Lusitana

Photographs by

GEORGE EACOBELLIS

SHOULD Hollywood's motion picture sensation, Gregory Peck, eventually achieve immortality in the theatre, no doubt any interested historian would consider a certain San Diego, California, drug store of insufficient importance to merit more than a line of type in a biography of the dark-browned contemporary of Gable, Coleman, and Lassie. Some of them, possibly one such as the late William Seabrook, might duck even that much of a concession. Yet, if Peck's capable celluloid interpretations give pleasure to movie-goers, then oldtimers at Ferris and Ferris, a pharmacy located on Fifth Avenue, have a right to more than a passing interest in the star of "Twelve O'Clock High," and "Duel in the Sun."

Peck's father once worked at Ferris and Ferris, as night pharmacist, and for quite a long time. From this firm's payroll, therefore, came the gelt with which Father sustained, during his tenure thereof, the Peck family, and, judging from its history, he did a good job on the whole crowd.

This incident, of course, packs no revelation likely to flabbergast the world, or even the susceptibly sentimental movie world, but it serves as an example of the interesting events and developments characteristic of the Ferris and Ferris establishment since its inception, more than sixty years ago, on the same spot that it now occupies. A lot of things can happen in sixty years.

For instance, the Civil War then was barely twenty years old, and California, scene of several foreign governments before that, was subscribing to mo varieties of European sociologies, eco omies and politics than Arrow has shirt Oddly, however, reforms involving me icine and science were the last to g attention. As recent as the late 60's, wasn't much harder to get opium a coke from a "druggist" than it is procure aspirin from the same sour today, and the mark of a well-stocke apothecary shop was seen in its varie of blood medicines and laxatives. The purges, many of which fell just sho of the explosive potentialities of nitr glycerine, were favored, more often tha not, in proportion to the redundancy the Latin flapdoodle which accompa ied each bottle or package, and passe as instructions. Progress, it must ha appeared to a Gay '90's blade, had soa ed to its zenith.

Yet, considering the medical pictu as it was a few centuries back, this fe low can be excused, perhaps, for h smuggery. Indeed, the situation n more than two-hundred, fifty-years moved from Diamond Jim Brady, Ji Fisk and Lillian Russell causes one

der, upon consultation with various rical documentation, how the *homo en en masse* survived long enough slices of it to settle in California ll.

OST of England, for example, believed, during the reign of Henry that a handful of cobwebs applied n open wound made a hell of a fine nfectant. If the cobwebs could be from a haunted house at midnight, uch the better. Then, too, there was nfallible cure represented in a cer- moss. This incomparable body r was taken from human bones, and penultimate in curative power was harvested from the bare skull of a inal; one who had been hanged a gibbet long enough for his n to slough off. If old records can rusted, a dose of this, ground up gullet-flushed with water, made people of sufferers from almost y known malady.

aturally, medicine had its quacks , as it has now, although possibly esser numbers. Superstition and ig- ance, of course, kept most of them est, but when one of these periwig- fakers set out to cuckold the public, apparently did, to give him credit, rst-class job. An old handbook, writ- by an Alfred Lord Gaffney-Pitmon he 18th century, points out a buster a swindle. Gaffney-Pitmon, more me to him as reporter, avoids, or sn't know, the gentleman-swindler's ne, but his product was called "Sym- netic Powder." It went something this:

duo of Cavaliers are out for an ning of rodgering and roistering. ring the soiree, they visit a tavern. e an argument occurs because, say, King has recently fired a five-star neral. Suddenly one of them jolly l belts the other in the mush with gauntlets. Comes the dawn, and y're slugging it out with swords, an ration that ends with a serious punc- e in the frame of one or the other. the bested bravo lies gasping upon sword, a Doctor approaches the tor and asks if that worthy will per- some filings to be lifted from his brd. All honor has been satisfied; y quibble, when a man's life is at ke? Finally the victor agrees; the ngs are rasped off the weapon and plied to the victim's wound. Presto! e wound scabs over, his eyes take on ealthy glow, and, within a few days, weeks, he's back at the tavern.

Gaffney-Pitmon, an obviously suspi- us man, seems fairly certain that or- nally the discoverer of this remedy s an honest individual, but that he, d others of his trade, couldn't resist the lure of riches. Soon, alas, in their mad quests for wealth, these practitioners were applying "powder" taken from any old sword to such commonplace cuts as those engineered by butcher knives, cleavers, and finger nails. But, like all swindles, this one, while not completely squelched, ended in a manner sufficiently satisfying to salve the feelings of honest men. The King, a bit short of pin money at the time, caught up with the crooks and shook them down.

Today's drug store, if progressive transition does move in cycles, as many physicists want us to believe, must be well into its third historical phase. In any event, drug stores, *circa* 1951, are not only drug stores; they are combination lunch counters, beauty parlors, hardware vendors and toy shops. This is commonly known to the trade as "service," and so it must be, although no doubt the servitude was forced upon most of them through competition. Registered pharmacists, in the majority, seem unlikely types to develop a fascination for hawking hobby-horses, Salami, and Croquignole.

This transitional phase has sounded the death knell, indeed, for more than one stubborn, gaffer-age drug firm, wholesale or retail, just as it has been responsible for our present-day wealthy drug chains. Of course there are exceptions to the rule; currently there *are* in existence American drug firms which still function with emphasis upon their original precept. A good example is Ferris and Ferris. True, this organization features a soda fountain, as well as a substantial variety of sudries and other comfits. But, in essence, it still is a drug store, a bracket attested to by its huge and complete stock of drugs, or drug-like items, and, in a sense, its conception of "service" is of a variety almost forgotten by commercialism in America today.

Established in 1887, the firm was one of the first drug stores in California to remain open twenty-four hours a day; to open a branch postoffice for the convenience of its customers; to cash paychecks, and to offer a thousand and one minute services and personal interests to its clientele. Backing up the system, was its initial policy: to stock the finest, and most extensive, in drug items. This policy, quite naturally, was bound to win friends, not the least of whom were part and parcel of tuna fishing's first families. Among these were the Monises, Medinas and the Rosas. Thus was the foundation laid for the current Ferris and Ferris drug and sundries stock turnover, a business that permits the firm to get rid of pounds of drugs and cases of sundries while many independent

Service

Exterior view of post office branch at Ferris & Ferris Company.

drug stores must be satisfied with ounces —and packages. It has been estimated that about eighty-five per cent of the tuna fleet consistently patronize Ferris and Ferris. This means 7,000 to 8,000 people.

To be sure, the bulk of this business in 1951 can be laid at the door of a heavily-constructed, be-spectacled gentleman in his deep fifties, by name of Charles "Doc" Harmon. A native of Nebraska, who came to San Diego, and Ferris and Ferris, via Montana in 1923, Harmon was quick to see the potentialities wrapped up in the big tuna fleet, and he went after the business, full speed ahead, when he bought an interest in Ferris and Ferris in 1932. The Ferris

(*Continued on page 16*)

Sparkplug

Charles "Doc" Harmon, General Manager of organization.

Tacoma's "Big Joe"

As a boy in Yugoslavia, J. M. Martinac wanted to build ships. He got his wish — in America

by Robert W. McGraw

EARLY shipbuilding days in Tacoma, Washington, will not soon be forgotten by Joseph M. Martinac, 56-year-old General Manager of the J. M. Martinac Shipbuilding Corporation, Tacoma, Washington. The 6-foot, 180-pound, slightly balding pioneer of the ways is still capable of a long work day, although it isn't necessary any longer, since he has a sprawling, busy yard with more than 50 men working on hulls, running machines, and handling paper work. Martinac, better known in Tacoma as "Big Joe," because of his huge frame, and widely appreciated for the skill and lore he inherited during his days among fishermen and boat builders along the Dalmation coast in Yugoslavia, has been building some of the sleekest, most powerful tuna clippers on the Pacific Coast, and has a first class yard capable of handling any number of the tuna giants for repairs. Among ships built by the Martinac Corporation are: the *Southland* (100′) ;*South Pacific* (105′) ;*Cape Beverly* (113′) ; *Mona Lisa* (118′). All the clippers are motor vessels, and the *Mona Lisa* was launched last month. Big Joe had a hand in designing everyone of the beauties, and, in putting them on blueprints, added some innovations that will catch on with other minions in his profession ere long.

FOR instance, the Mona Lisa, one of the most modern clippers ever to slide into water, boasts some new fangled contraptions that fairly cause old timers in the business to gasp. There is, aboard the new ship, a Sperry automatic pilot; 500 watt Pacific Electronic radio telephone; an Intervox DF-11 direction finder; several Fairbanks Morse pumps; a Submarine signal fathometer; a Navy-type radar setup; two 150 h.p. General Motor auxiliary diesels, each driving 120 k.w. generators; 10 fishing wells below deck and 3 tanks topside; a 350 cubic feet capacity walk-in freezer, tile drainboards and sink, and an all stainless steel oil burning range and Magnesite floors in the galley. These are just a few of the dozens of modern facilities found on the new tuna queen and tend to illustrate to a large degree the reason why Martinac Corporation has become so popular in shipbuilding circles in the Pacific Northwest cities. This all came about because of a Yugoslav youngster's pent up ambitious nature in the early part of the century on the rough coast of a European fishing country's coastline. Not too many years ago:

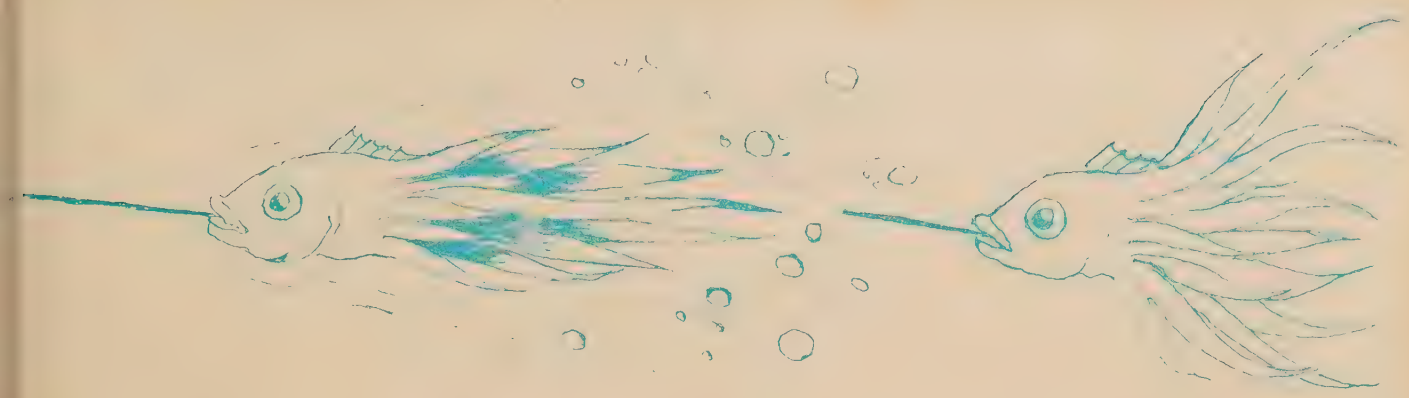
A HUSKY youth, who looked as though he might have been carved from the huge rock upon which he stood, gazed out on the Adriatic Sea with a look of deep concentration etch

(*Continued on page 16*

Executives

Martinac's Fred Borovich, yard superintendent, "Big Joe" Martinac, Naval architect and shipbuilder, and J. S. Martinac, "Big Joe's" son and business manager.

Photographs by
RICHARDS, TACOMA



It's Not Done With Mirrors

★ ★ ★

By

NORMAN B. WIGUTOFF

Illustrated by

ALEX HALL

N the fifty years following the discovery that king or chinook, and silver or coho salmon ld strike a moving lure or bait, the l fishery has developed into one of most extensive fisheries on the Pa- Coast. It now extends from central fornia to southeastern Alaska, and ng recent years has involved as y as 3,400 United States trolling t. Probably the most important rea- for this phenomenal growth are sporting nature of the fishery, the tively independent life lead by the l fishermen, the fact that effective rations can be conducted either by individual or, at most, a crew of , and the fairly dependable financial rn from the comparatively small stment required to outfit and oper- a boat.

ssentially, troll fishing involves the of a moving lure or baited hook at esired depth in the water. Commer- trolling craft vary considerably in and design but the usual length is n 30 to 60 feet. Whereas the earlier t were generally of a double end ign, i.e., both the bow and stern nted, the recent trend has been to- d the horseshoe type stern. Irrespec- of size and design, however, a troll- craft can always be identified by long upright poles which are used keep the lines clear of the boat.

OMMERCIAL fishing regulations in Alaska permit a maximum of rolling lines on a single boat. Else- ere on the Pacific Coast more lines permitted. The main poles, set amid- ps, are normally about the same gth as the boat, while the bow poles from 10 to 12 feet shorter. Former- it was the practice to fasten the poles the base of the foremast and main- st respectively. However, modern lling boats have dispensed with the emast, and the main poles are fast- d in a bracket on the gunwale. The ckets are ¼ to ⅜ galvanized steel te or cast bronze. Poles are of uce, cedar, or fir, tapering from a o 5 inch diameter at the butt, to about 2 inches at the tip. They are usually treated with linseed oil and painted. When not in use each of the main poles rests in a groove at the end of the crosstree on either side of the mainmast. This crosstree is set 2 or 3 feet below the top of the mast. The bow poles are laid aft and rest in spring clamps on the crosstree or stand upright in their brackets with the aid of the guy lines. The bow poles are guyed forward on or just behind the stem and aft on the outside of the gunwale. The main poles have two guys forward and one aft. The guy wires are 5/16 inch 1 x 7 galvanized steel. A ⅜ths or ½ inch line runs from each pole through a 4-inch diameter pulley at the crosstree.

1: A tag line, which is fastened a few inches from the tip of the trolling pole by a double seizing. The tag line is made up of a ½ inch manila line of about 2 feet in length, a heavy duty corkscrew swivel a 1 to ¼ inch stainless tag line wire with a 6 to 9 foot section of ¼ to ½ inch brass pear-link chain, a 12 inch long leather throng or breaker line of ½ to ¾ inch rawhide, and a nickel silver line clamp (metal clothespin). The tag line varies in length with the size of the pole but the general measure is to permit partial exposure of the pear-link chain at trolling speed.

2: The main trolling line, which is usually of 1/16 inch stainless or bronze twisted wire. From 100 to 150 fathoms of this line is wound on each of the gurdy spools, one for each line. Gurdies are power reels each individually controlled by a clutch and brake and are made in sets of 2, 3, and 4 reels or spools. Power for the gurdies is derived through a take-off and shaft from the main engine. The shaft is connected to an ordinary automobile transmission either by a V-belt or sprocket chain, and the gurdies take off from the transmission. In recent years there has been a trend toward the use of electric motors and hydraulic drives for gurdy power. This latter type can also be adapted to provide reverse as well as direct action.

THE trolling wire or line is run vertically from the gurdy spool through a 4 to 6 inch bronze block suspended,

(*Continued on page 18*)

Want to try your luck at salmon trolling? You'll need good equipment. Here's an article that tells what kind and how much.

Progress & Production

Edited By
LAWRENCE LUSITANA

WITH most manufacturers placing special emphasis today on safer methods of operation, the General Scientific Equipment Company has come up with two new products which they feel will be of aid to manufacturers in cutting down on operational expenses due to accidents. One of them is the GS Easy-Pour tilter No. 15, which is said to provide safe, easy method of pouring liquids from cans into small containers. Built on scientific lines, this unit is designed to prevent accidents caused by spilling, splashing and carelessness while pouring liquids. The cradle is made of steel and fits any five-gallon can. All members are riveted or welded to insure a strong, durable device. The easy pour is not only considered excellent for safe pouring, but may also be used for mixing various types of ingredients.

The GS No. 125, an all-plastic welding cover plate, is said to offer crystal-clear visibility, and, additionally, according to General Scientific Equipment Company, it will not warp or crack. It is considered a valuable time-saver, and a definite aid in reducing eye fatigue. Made of solid plastic, the GS No. 125's standard size is 2 inches by 4½ inches. For further information, write to: General Scientific Equipment Company, 2700 W. Huntington Street, Philadelphia 32, Pa.

GENERAL SCIENTIFIC EQUIPMENT

CUMMINS • REYNOLDS • REITZ

SURRETTE • U C LITE

NEW MERGER:

The merger of two individual Cummins sales and service organizations with Cummins Diesel Sales Corporation, and the appointment of a general manager was announced last month by Cummins Engine Company, Inc., at Columbus, Indiana. William B. Lawrence, formerly Cummins Engine Company Regional Manager for the Rocky Mountain Region, with headquarters in Denver, Colorado, has been named General Manager of the Sales Corporation, which has headquarters at Columbus.

Subsidiaries affected by the merger are Cummins Diesel Sales Corporation of Illinois at Chicago, Illinois, and Cummins Diesel Sales and Service of New York, Inc., at New York City. These two organizations now are identified with Cummins Diesel Sales Corporation, which also includes Cummins dealership with operating headquarters at St. Paul, Minnesota; Omaha, Nebraska; Indianapolis, Indiana, and Memphis, Tennessee.

Six dealerships currently are under Lawrence's direct supervision, although each will continue to function as an independent unit in the selling and servicing operations for the Cummins Diesels in their individual territories. This move reduces the number of Cummins subsidiaries from four to two. The other, besides Cummins Diesel Sales Corporation, is Cummins Diesel Export Corporation, also having headquarters at Columbus, Indiana, and dealer representatives in most of the industrial countries in the world.

Lawrence is a 1933 graduate of the University of Colorado. His previous business experience consisted of sales work in the paint, aircraft and engine industries. He joined Cummins as the Mountain Regional Manager in 1948.

According to Lawrence, an approximate $800,000 facility expansion program for the Sales Corporations' dealership is planned this year, with the possibility of a like amount to be expended in 1952. More than $6,000,000 has been spent in a building and modernization program at the Columbus factory during the past five years.

FLOW VALVE:

The Reynolds Shaffer Company, Detroit 4, Michigan, recently explained to us their new and radically different Reynolds Flow-Regulating Valve. The new valve is a DeLuxe stop cock for use where an exact setting of the regulated flow of water, or other liquids, is required. We have also been told that it can be used as a flow-regulating valve for jet pumps and spray pumps, as a by-pass valve on boiler feed lines, in fact, any place where a quick opening, easy-operating flow-regulating valve, or cock stop is needed. Many reports state that the exceptionally close-fitting valves permit only the slightest internal seepage, but in spite of this extremely close fit the plug can be turned easily for accurate manual adjustment.

PREBREAKER:

The Rietz Manufacturing Company has a new product called the Rietz Prebreaker, which, by utilizing high torque at relatively low speeds will do an effi-

t crushing and breaking job. Many rvers say it is particularly applic- in food plants, where frozen food raw fish require breaking or crush- before actual processing can take e, and that in many instances it is ible of replacing, jaw, roll, and ry crushers, hammer mills, shred- , and like equipment. Its simple, a-strong construction is said to make moving parts readily accessible for icing and cleaning, and is capable handling the heaviest shock loads en- ntered. Rietz Prebreakers are avail- in five sizes, ranging from 10 to rpm; ½ to 100 hp; 6 to 18 inches r diameter, and 10 to 48 inches ef- ive length. All models, including ial designs, are made in both car- steel and stainless steel to meet s specific needs.

V STYLE:

hree new batteries, available with le insulation monobloc rubber con- ers are the latest addition to the Sur- Storage Battery Company, Inc.'s . These batteries are of unusually ged construction, and are intended ifically for heavy marine service re large capacities are required. t of the two cell units are used for mbination of 32 volts, and where volts are needed nineteen of the e cell units are required. These bat- es are not constructed with single s and connectors as are the conven- al batteries, but have double con- or and post construction to enable n to carry the greatest maximum unt of current without a voltage p. One of the important features of type battery is that it requires a d less in space than the conventional e, and yet nothing is sacrificed in heavy-duty construction. For small- commercial craft Surrette offers a bination of four eight volt batteries a total of 32 volts.

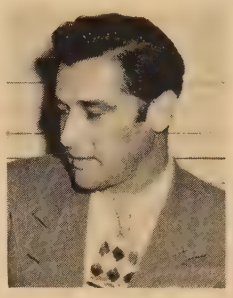
W LIGHT:

new hand lamp, designed to throw 000-foot light beam, recently was eloped by the U-C Lite Manufactur- Company, 1050 West Hubbard eet, Chicago 22, Illinois. Big Beam del No. 700-A is powered by four ndard No. 6 dry cell batteries en- ed in a two-piece hinged container de of 20-gauge deep-drawn steel, and equipped with two snap catches. The tery containers, the base of which is terproof, is finished in acid-proof enamel, and has a six-inch adjust- e lamphead with a silvered parabolic lector. Prefocused main and auxil- y bulbs for bright and dim light re- ctively are controlled by a two-way gle switch. Its simplified connecting te, with permanently attached cell- cell contacts, guarantees correct bat- y replacement.

Crow's Nest

By PHIL BERTRAM

AN expanded program of salmon rehabilitation work, so we learn, was underwritten by the Washington state legislature last month, when it approved a fisheries outlay totaling $3,579,800. Of the total, $1,200,000 was earmarked for capital outlay, $1,200,000 for salaries, and $1,040,000 for operations. Additional sums of $120,000 for a fish ladder on the Deschutes river at Olympia, $5,000 for seal control, and $14,800 for participation in the Pacific Marine Fisheries Commission complete the Department of Fisheries budget. Major new construction project will be a $350,000 combination fresh and salt-water hatchery at Hoodsport on Hood Canal. Production of chinook salmon and salt-water-reared pink and chum salmon will be emphasized at the 12-pond station.



The first unit of the long-sought Nemah river hatchery in Southwest Washington near Raymond will be constructed at a cost of approximately $80,000. The unit will include six rearing ponds and a water supply system. Hatcheries now located on the Nooksack, Samish, Skyhomish, Chehalis, Green and Willapa rivers will receive additional ponds and repair work. A record sum of $189,000 will be expended in stream clearance and laddering projects in Western Washington. This is in addition to the $120,000 item for laddering Tumwater falls on the Deschutes river. The Deschutes ladder will facilitate upstream passage of a new run of salmon artificially introduced in the stream five years ago.

The salary item, which took a last minute cut of 5 per cent, provides $135,000 for new personnel for research, patrol enforcement, stream surveys and hatcheries. The fisheries budget also carries items of $1,959,200 for the Lower Columbia River development program, and $33,574 for the Lewis river hatchery. Both are reimbursed funds, the former being financed by the federal government as part of its program of compensation for damage to fish life caused by construction of hydro-electric dams on the Columbia. During the past biennium the department operated on a budget of $1,800,000, not including the federal money. The highest previous appropriation was $2,300,000 in 1947. Of this, however, one-half million was carried over as a reappropriated item from the 1945 budget. Broken down:

Cowlitz

A notable feature of the season from the standpoint of fish conservation was the running fight, almost all of it behind the scenes, to preserve the Lower Columbia river fish sanctuary. Four bills which would have exempted certain sites, principally the Cowlitz dam locations sought by the City of Tacoma, from provisions of the 1949 sanctuary law were killed in committee. Only one went as far as the rules committee. The measures included duplicate bills introduced in the two houses which would have conceded sole jurisdiction over hydro-electric generation projects on the Cowlitz river to the federal government. The City of Tacoma still has an application for Cowlitz river water rights pending before the federal power commission at Washington, D. C. A decision is expected within 60 days.

Commercial Tax Increase

A major selling point in the bid for a higher budget was the bill which increased commercial fishing taxes on silver and chinook salmon and raised other licenses an average of 50 per cent. On a basis of 1949 and 1950 catch figures, the additional revenue will amount to at least $700,000 in the biennium. This will be on top of the $1,100,000 in revenue collected during the past two seasons. The tax increase was supported by a majority of the commercial fishing industry as its contribution towards support of the salmon program.

Director of Fisheries Robert J. Schoettler believes that the two years lying ahead will be significant ones.

FIRST PHARMACY

(*Continued from page 11*)

and Ferris brand of "service," which formerly had been taken plenty seriously by the firm, now was stepped up even more.

FOR one thing, soon after he took over, Harmon inaugurated a series of first-aid classes among fishermen. These people, heretofore, had been satisfied to rely, while at sea, on little more in the way of medicines than gauze and iodine. After proper coaching in the administration and value of certain complex drugs, cases of blood poisoning on the high seas, for years a common thing, began to dwindle. Today, very nearly every clipper in the fleet employs a crew member trained in most of the intricacies of everyday medical science, and, consequently, the mortality rate of injured fishermen has dropped considerably. For another, Harmon, coincidental with his first aid programs, took a personal interest in the welfare of families of fishermen, who were at sea. On one occasion, the wife of a crew member suffered an attack of appendicitis. The pain came suddenly, and the lady was unable to find room in a hospital. She called Harmon, who saw her installed and in the hands of a surgeon within three hours. On another, he answered his phone one night to learn of a customer's wife in the throes of childbirth. She was in an ambulance almost before the first notes of the vehicle's siren had faded out.

Noted for their memory of either a friend or enemy, Harmon's "service" was quickly discussed along the waterfront, and the tone of these conversations did not hurt either him or his business.

This business, in fact, had gotten so good that, in 1938, he decided to retire, along with his partners, Mrs. Lenora Guatelli and C. E. Ferris, from active sales. His sometime occupation he turned over to his longtime friend, Lawrence Fossun, a former book salesman and currently a familiar waterfront figure. In 1948, he sold his interest in the firm and completely retired. But not for long. Unable to fill the void created by inactivity, he found it necessary to return, and that's where he is today in the role of General Manager.

Probably one of the most pronounced of Harmon's convictions involving the drug line is the importance of capable employes. Ferris and Ferris has sixty highly-trained people, some of whom are ready to step behind the counters of a new store, which is to open soon, and which probably represents the first major concession offered by the firm to 20th century expansion. "If it's not the last," says Harmon on this subject, "then it's a cinch we should operate as a wholesaler."

'BIG JOE'

(*Continued from page 12*)

ed into his deeply tanned face. The sea waters, tipsy and heaving from a strong and insistent wind that had whistled through the clear, crisp, sunny day, did naught but gain a glance from the teen aged Yugoslavian lad, as they lapped against the Dalmation cost of Yugoslavia in southwestern Europe. The boy looked tall and strong, and, in truth he was, for the life of a crewman and pole wielder aboard a small fishing craft demanded powerful muscle and quickness of foot to avoid injury and to catch large quantities of fish. Actually, he was a good man to have aboard any boat, for his knowledge, even at the age of 18 Balkan summers, was adequate when it came to repairing sea craft or proffering advice to men who thought they knew all about boatbuilding. This knowledge fostered a desire for personal exploitation in the field of shipbuilding, and the trips to the seafront every day, rain or shine, kindled the restless flame until, no longer to contain plained to his family and told them of his wishes; to travel to America and work until he had enough money with which to start a shipbuilding firm of his own, in order that he might put his own ideas and plans into actual operation. Following a long family powwow and decision, he gained permission to make the big try, and so set off, light in step and pocket to travel to the Pacific Northwest, a spot whereof he knew much through extensive reading.

He arrived in Tacoma, Washington almost broke, plenty tired, and, for the first time, a little worried about his chances in this hustling, bustling city of fishing and boat building, but he was determined to carry through to his original ambitions. He lived with some distant relatives of his father and secured a job along the Tacoma waterfront as a handyman. Later, when he became known by the men, he gained a job on board a fishing craft, not unlike those he was accustomed to back in Yugoslavia, and thus his "fortune" began to grow, although it took a long time. During his years as a fisherman he learned even more about the commercial vessels that supplied millions of dollars to Pacific Coast cities and in many instances, suggested changes to the captains of his boats that helped to insure a safer and swifter voyage. His name spread among fishermen and boat builders, and soon he was designing craft of his own when not fishing. He began to sell his designs and it wasn't long thereafter, through diligent thrift ness and hard work, that he was able to start a small shop of his own that could handle smaller craft in the are

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eneral repairs. He did most of the , those first few years that the d" struggled to get a foothold in conomic world, and spent many a our-a-day work shift sanding, sold-, nailing, scraping and lifting, un- e was so exhausted he found it dif- t to walk home and flop into the bed his relatives let him use; a nap and he was back at the yard the next day, going through the grind again, making some money days, other days not a penny.

DAY, Big Joe has some of the fin- st shipbuilders in the business in mploy, among them his son, Joe S. inac, a big, good looking man with iendly personality and plenty on all. Joe, Jr., acts in the capacity of ident in the Martinac Corpartion, does as much work in the yard as other man in the organization on given day. Joe, Jr., who has grey looking out from a frame that car- more than two hundred pounds, e towering 6-feet 2-inches tall, is dly gaining the prominence that is lly associated with his Pop, that h of expertness and know-how in shipbuilding business. He has help- dequately in keeping the yard run- smoothly and efficiently, while, at ame time, doing a hundred-and-one jobs that require his attention. He a hand in the designing of the *a Lisa* and is very proud of it, for gracious lady of the waves is con- red the finest clipper ever to slip the ways at the Tacoma plant. The tuna clipper, built for and captain- y Joe C. Correia, has a sister ship eased into the waters of Tacoma on 5, the *Royal Pacific*. The *R.P.* is ed and operated by Andrew Morth- l and Associates, and will join the ing fleet at the end of this month.

ig Joe is quite proud of "Little Joe," feels that his boy is doing an excel- job of carrying on the Martinac ition of turning out the highest qual- of commercial craft in the Pacific thwest country. The yard is gaining tige and, subsequently, additional racts, portending of an expansion quite completely determined as to tations. The present program for the l is up to the Government, but the n of the entire company is to contin- onstructing tuna boats. However, if le Sam needs the services of the l to build its Navy the Martinac Cor- ation is ready, willing and able to ply with any orders that might be hcoming.

he Martinacs, both of whom live in oma, and both of whom married oma lassies, have come a long way, graphically as well as economically, boasting one of the busiest yards Washington.

Backwash

By HAP HOLLIDAY

IF you are a *connoisseur* of victuals and consider tasty morsels raked up from the ocean bed one of your very special specialties, perhaps you'd do well to read the revealing story below. I'm sure you'll be more than a little interested in what one of the nation's highest officials on the subject of food has to say about oysters, or, as they would say in good old Brooklyn, the poor man's London, "ersters."

Mark D. Hollis, Assistant Surgeon General of the Public Health Service, Federal Security Agency, debunks the wide-spread notion that oysters are harmful to consumers at any time of the year other than the "R" months, the traditional opening date of the oyster season.

"Oysters are edible the year around," Mr. H. says, "But they are fatter, more palatable and more plentiful on the market during those months which contain the letter 'R'." Hollis said the idea that oysters must be eaten only in the "R" months may have originated somewhat as follows:

In that species of oyster eaten in the Old World for centuries, fertilization of the seed from which the baby oysters grow takes place within the shell of the parent oyster. Shortly before the baby oysters are ejected by the parent to fend for themselves, they begin to develop a shell. If the Old World oyster is eaten at this state of incubation, the large number of almost microscopic baby oysters, each developing a shell, impart a gritty quality to the meat. Because the reproductive period of all oysters occurs in the summer, early settlers of this country, cognizant of this but mindful of their Old World variety, avoided placing New World oysters on the menu until later in the year.

"It is only coincidental," Mr. H. states, "That those months in which the oyster is most palatable happen to be the 'R' months. Even after our forefathers discovered that the North American East Coast oyster fertilizes its eggs in the sea water outside the parent shell, oyster consumption in this country continued, for the most part, to be a winter activity. Partly responsible for this was the fact that only until recent years have refrigeration facilities been developed whereby oysters can be preserved in warm weather while being transported from the coastal growing areas."

Today, when perishable food products are transported thousands of miles by railroad and airplane, yet preserved by refrigeration, the greater portion of the country's shellfish consumers still stick to the old tradition. The advent of quality frozen oysters available throughout the year, however, may change this custom.

The Assistant Surgeon General explains that for the past 25 years the Public Health Service, through its Division of Sanitation, has been conducting a joint program with producing States and the industry to prevent the spread of shellfish-borne disease outbreaks.

Mr. Hollis praised the cooperative efforts of State and local health departments, food control agencies and the shellfish industry in reducing the number of cases of intestinal infections for contaminated shellfish.

"Although precise figures on the reduction in the number of shellfish-borne disease outbreaks are not available," Hollis said, "in the 25 years since the Public Health Service assumed its present role of reviewing and rating the shellfish control programs of producing States, occurances of intestinal diseases from this source have become quite rare."

Shellfish which are improperly grown, processed and packed carry with them the ever-present threat of typhoid fever and other distressing gastrointestinal infections, but the vigilance of authorities in the producing States and the ready cooperation of the shellfish industry have made that possibility more remote.

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MIRRORS

(*Continued from page 13*)

overhead and thence across to another block on a davit. This davit is usually of 1 to 1½ inch galvanized steel pipe construction high enough to permit freedom of movement for the fisherman and extends at least to, or shortly beyond, the gunwale of the craft. The fisherman stands in a cockpit on the stern of the boat where he has a steering wheel, throttle, and gurdy controls. In fishing, the poles are set out at an angle of about 50° from the mast, and the trolling line is let out by releasing the brake on the individual reel. The fishing line, when in operation, is attached to a cannon ball type sinker. For the main lines an 18 to 22 pound sinker is generally used, whereas a 40 to 50 pound sinker is usually used for the bow lines. On the main line and starting slightly above the one fathom marker from the sinker, paired line stops or wrappings, of 18 to 20 gauge monel wire, are placed every two to three fathoms to permit the connecting of up to 8 separate leaders. The line stops are usually placed from 2 to 3 inches apart which will form an upper and lower barrier at the connecting leader, thus permitting free action of the leader but controlling its position. Additional wrappings, generally of 9-ply linen salmon twine, are spaced 5 fathoms apart on the main line to measure the length of line that has been let out.

3. The leaders consist of a five inch snap on connector, a moulded trolling rubber or rubber tubing of about 14 inches, a small corkscrew connector, 2 or 3 fathoms of 21 to 24 strand braided nylon cuttyhunk, another corkscrew connector, and an eye or loop on a stainless steel leader 3 to 5 feet in length. When bait is used, a number 9 or 10 (flat shanked) herring hook is attached to the stainless steel leader by a double thickness of 9-ply linen salmon twine about 5 to 7 inches in length. The leaders are snapped on the main fishing line between the paired line stops by mea of the spring wire connectors.

A NUMBER of types of baits an lures are used by the commerci salmon trollers operating on the P cific Coast. In the early spring, herrin are used as bait. Later in the seaso metal spoons and wooden and plasti plugs are substituted. Herring for ba are usually purchased frozen in block at cold storage plants along the Coa where ice is also obtained and where th fishermen generally sell their catch The herring are freshened and thawe as needed by submerging in a bucket o salt water. Successful fishing depend largely upon the manner in which th herring is attached to the hook, a num ber 9 or 10, and the wobbling actio that results. With the herring held i the palm, the left hand is cupped t make a curve. The hook is inserted i the herring either through the right ey or right gill opening then pushed bac through the body cavity and out at th right side, about 1½ to 2 inches fro the tip of the tail. To prevent its tea ing, the mouth of the herring is the closed and tied with the linen twine which is tied to the hook. A short wood en stick resembling a strong toothpic is generally inserted through the le gill and backwards through the bod cavity to maintain the "kink" of th herring.

Early in the summer many troller change to spoons and plugs as lures fo kings. On a number 7 spoon, hook size 7 and 8 are used. On number 8 spoons hook sizes 8 and 9 are used. The mos commonly used plugs are the 4 and inch size. Number 6 or 7 stainless stee or nickel plated hooks are used wit plugs. Wooden plugs are fitted wit either 1 or 2 hooks depending on ho the fish are biting. No more than on hook is used on plastic plugs. One hoo on a plug is lighter and permits greate action in the water. The fishermen usu ally try some plugs with 1 hook an some with 2. As soon as they can tel they change over to the set-up produc ing the best results.

FOR cohos or silver salmon the be lure seems to be a spoon called a egg wobbler, with which a number hook is used. This spoon gets its nam from the fact that it is shaped like a egg and about the same size.

In recent years, trollers have bee using a device called a "stabilizer" fo reducing the roll of the boat in heav seas. The device consists of two hor zontal boards, one on each side of th vessel, carried 6 to 20 feet under wate with the flat surface of the board para lel to the surface of the water. Whe the vessel rolls to one side, the fl upper surface of the opposite board pa

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y checks the roll. This checking ac- is exerted even when the vessel is nchor. The boards are usually hung n the main poles. The supporting is run through a pulley on the then carried about ½ to 2/3 the out on the pole. It is usually neces- for such vessels to outfit with heav- poles or support the poles with ier guy-line braces.

ne boards, some of wood, others of l, vary in size and shape but are hly 1½ to 2 feet long, by 12 to 16 es wide, with the forward edge ded at the corners. Most boards are orted by 3 short bridle chains, two n the forward edge and one from aft end. On the underside of the ard edge there is usually a lead ht to keep the board down in the r. On the upper surface is a vertical or vane which serves to keep the d headed on the course.

ne usual commercial trolling speed om one to two knots per hour, al- gh this depends upon the season, lity, depth of fishing, and type of that are being sought. A strike is d by a sharp, jerking motion at the of the pole.

taking in the line, power is applied ne gurdy and the brake is released ne one to be hauled. The clothespin, ng line clamp, on the end of the tag comes alongside as the line is haul- n and it is unsnapped and fastened bracket on the gunwale. The weight ne fishing line is then borne by the h instead of the tag line. As empty ers come up they are unsnapped n the main line, fastened to a short alongside the cockpit, and laid out he stern. The leader with the fish lso unsnapped, fastened on the wire gside the cockpit, and the fish ght alongside by hand. If the hook et firmly the fish is stunned by a p rap on the back of the head with gaff handle and then brought aboard a single sweeping motion of the hook.

Checkers, or partitioned holding bins, are arranged on the deck immediately forward of the cockpit where the fish are temporarily held before being dressed and packed in ice in the hold. Troll-

ed salmon are sold by the fishermen by weight. In Alaska red king salmon are small from 6 to 12 pounds, large red kings are those over 12 pounds. White king salmon usually bring about 10 cents less per pound than reds. The larger red kings are filleted into "sides" and mildcured. The other fish. smaller red kings, white kings, and silvers or cohos, usually enter the market fresh or fresh frozen.

The care with which the fish are dressed and handled, and the sooner the fish are cleaned and iced in the hold, reflects on the quality when delivered and on the price a buyer is willing to offer a fisherman. Fishermen quickly gain either a good or bad reputation among the buyers depending on how well they have taken care of their catch.

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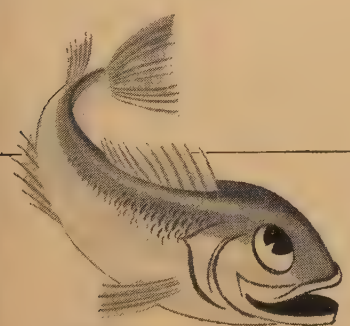

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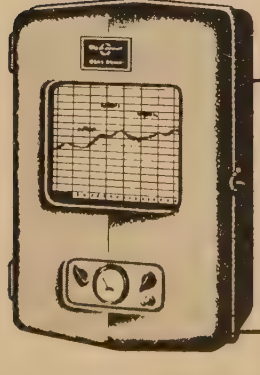

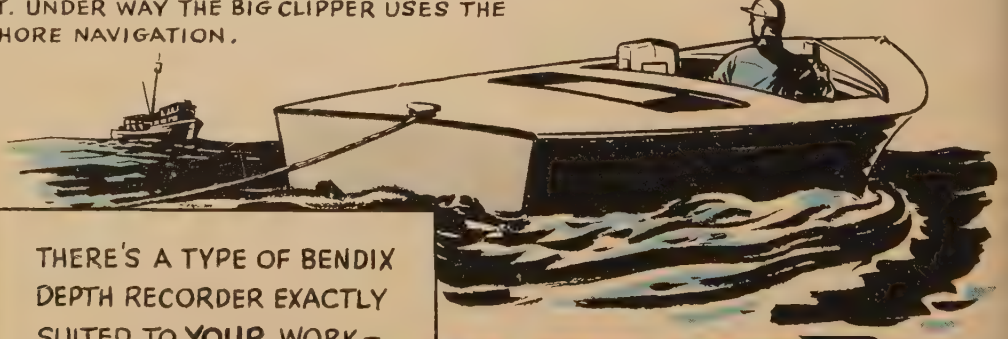

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'ATER JUDAS'

ntinued from page 9)

mount problem was then, of course, is now, how best to cut the time nded in getting sufficient bait, ere ishing began.

the summer of 1948, therefore, a p of clipper owners launched a s of consultations with several ufacturers of scientific instruments. basic idea behind these powwows to develop something along the -sounding line, a species of tattle- calculated to collar on a much ker, and more deadly schedule, the fellows that were to be thrown to ions. That's where Bendix came in.

West Coast manufacturers of depth rders for many years, the Bendix tion Corporation's recorder already been semi-standard equipment in e national and inter-national fishing es, as an aid in location of big fish. hen, the recorder would fill the bill say, a salmon run, why wouldn't it t out, just as neatly, bait off the t of Mexico?

establish this assumption, it final- y was agreed by parties involved an experiment should get under- , and, consequently, a Bendix re- er was installed aboard the bait of the ill-fated *American Girl*, h cracked up a few months ago off Pedro, California. The skipper of "Girl" was Manuel Silva, a veteran erman, and Walter Rhea of Bendix, the engineer who set up a Bendix rder, Model DR-3, two-scale, 200- , 200-fathom unit in her wheelhouse, then shipped out to Magdalena Bay the tryout.

would be more fun to report this if it could be said that the experi- t was a success, 100-per cent and edged. But such was not the case. ious to get on with the fishing, the apparently was reluctant to trust the recorder on "sets." For one thing, the crew found it hard to believe that any gadget could see into water 100 fathoms or more, and, for another, the schools that were located by the unit were invisible from the decks of the clipper. It was more than ten days before Rhea gained the complete cooperation of the crew. Worse yet, as the experiment continued and a number of "sets" were made, only one, for a reason yet unexplained, was productive. It netted 194 scoops.

Because of the doubtful performance turned in by the recorder, little interest followed, and, at the conclusion of the test run, the project was, for a time, at least, abandoned. Nettled by these results, which the organization perhaps interpreted as a minor reflection on its product, The Bendix group, in January,

1950, decided, however, to reactivate the experiments. This decision followed the development, completed also in that month, of a new model unit which was put together in a manner thought more suitable for installment on tuna skiffs and speedboats. Primarily, the new instrument was designed for the Mexican shrimping industry, and its main sales point was involved in its weight. Considerably lighter, in other words, than its predecessor, it was substantially less expensive to produce, and hence cheaper to the consumer. More, its lighter weight offered a definite advantage in portability.

HAVING combed the fleet for a likely clipper and skipper to start this second experiment, the Bendix group decided it could do no better than settling for the *St. Francis*, and the clipper's hard-working Captain, Hubert Ursich, respectively. A man of experience in purse seine operation, Ursich, additionally, fished for the forward-looking California Tuna Canning Company, (then San Diego Packing Company) and, more yet, his crew was known to be of much the same temperament as himself. Shortly after New Year's Eve, 1950, therefore, a 12-volt model recorder was installed in the *St. Francis'* speedboat, and a transducer was mounted in a fairing on the bottom of the small craft.

The *St. Francis'* initial "run," like that of the *American Girl*, was somewhat disappointing, and gathered little more in the way of conclusive information, *pro* or *con*. This was due, however, more or less to mechanical difficulties while at sea. But a second, and subsequent, trip in 1950, proved beyond doubt that considerable time could be saved in securing bait by underwater sounding devices. Then came the development that brought sighs of relief, and today's widespread sales activity, from the Bendix executives. Returning from a trip last year, Ursich, a man who has the reputation for advancing opinions only after thorough conviction, announced that his ship had been saved at least 20 days' time while out, by virtue of the depth recorder.

Boiled down, the answer to the question, he held, involved educating a crew to depend upon, and learn to operate with confidence, the recorder. Since, he went on, he was satisfied, he wanted to buy the unit. This was in December, 1950, and he capped his report by estimating that the recorder, while invaluable in locating deep-swimming bait, was worth even more for its aid in pointing out the "body" of the bait catch, thus assuring a much larger haul per set. In addition to the speedboat transducer, Ursich has added in the hull of his clipper a sea chest and transducer, so that the recorder can be removed

(*Continued on next page*)

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from the smaller craft and mounted in the clipper's wheelhouse. This lashup he uses as an inshore navigation aid, when not engaged in searching for bait.

ON the subject of these experiments, Roy Wilson, General Manager of Shepherd Diesel Marine Company of San Diego, a distributor for the Bendix recorder, recently had a word to say. Handing a sheaf of queries regarding the recorder to R. P. Geddes, Marine Sales Manager of Bendix, he remarked enthusiastically, "Those little pigeons, and their excellent roosting habits!"

EBB'N FLOW

(Continued from page 8)

REFORM

Education:

San Diego, Cal., April 24—(MPA)—A good cross-section of the city's business men, educators and civic leaders frankly were alarmed. Would teachers currently attached to City and County schools, be satisfied to return from summer jobs in aircraft plants and shipyards to their posts in the Fall? There was the No. 1 American interest a

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ce: salaries. To review the problem, itizens Committee of around twenty iness, civic, and professional lead- was asked to meet with educators. med last January, the organization , and is, known as the Joint Em- yes Salary Committee. It included, ddition to the civic group, members alifornia Teachers Association, and ut plenty of pressure on the Board Education. Result: A salary increase d in on April 1 for classified em- yes (gardeners, custodians, etc.).

But the teachers themselves went un- efited by the Committee's victory. viously-signed contracts could not at the moment, legally broken. To out this problem, the Committee ld meet again in May, and it looked another raise in educational circles.

Chairman of the Joint Employes Sal- Committee and Principal of the shington Elemental School, Wayne Fry, headed the Committee. Dr. ph Dailard, Associate Superintend- of the Board of Education, repre- ing Dr. Will Crawford, Superintend- of Schools, is consultant to the up through the courtesy of the Board Education. Others included Charles erens, Mrs. C. F. Wilson, Mrs. Don- Muchmore, Mrs. Frank W. Heilman, C. O. Taylor, Dr. Harvey Stallard, ert Driver, Robert Sullivan, Ernest chers, Mrs. Dwight McMath, Co- o A. Cutri, Glen Miner, Howard dley, Mrs. G. D. Edwards, Elwood Merrill and O. W. Todd, Jr.

TO THE WINGS

B. Knowles:

pril 24—(Marine Press Association) pecial—A famous name associated h pioneers of early-day insurance derwriting on the West Coast has de- ed to step down from his dais of ectorship and retire to his ranch in noma County after 36 years of active rk and service. A. B. Knowles, Presi- nt of the A. B. Knowles & Co., Inc., rine Underwriters, who has main of- es in San Francisco, has nominated H. Preston to succeed him as Presi- nt of the company, and will don the ds of a gentleman rancher for the gest vacation he's had in a career t hoisted his company to the multi- llion-dollar bracket.

The Knowles Company is United tes Marine General Agents for the ah Home Fire Insurance Company of lt Lake City, and Pacific Coast Mar- General Agents of the Reliance In- rance Company of Philadelphia. Mr. owles first organized the firm in 36, and has been engaged in under- iting since 1915, as a General Agent d Pacific Coast Marine Manager for St. Paul Companies. The firm does business directly with Insureds; de-

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There were other changes in insurance circles. In San Diego, an announcement by Cosimo A. Cutri disclosed that Robert E. Billings, 23, is now a member of the Cutri Insurance Agency. Billings, a good looking youngster, is living at 3727 Van Dyke, but soon will move to 714 Coronado Court. His wife, the former Jacqueline Schroeder, a native San Diegan, and his 10-month-old son, Robert, Jr., will accompany the Balboa University graduate to the new residence.

Billings is a native Border City resident, having attended Washington Grammar School, Roosevelt Junior High, San Diego High, and finally, Balboa U., where he studied business administration with some marketing thrown in as good measure. Following his graduation from San Diego High he served a two year stint in the Navy as an AC3 (Air Controlman, 3rd Class), gaining his discharge in October of 1947. Billings, who is a handball player and a member of the YMCA, will act as an agent for both general and life insurance for the Cutri Agency, and represent Cosimo Cutri on personal matters in Cutri's absence.

HANGING FIRE

Luckel's Baby:

Sacramento, Cal., April 13—(MPA)—San Diego Assemblyman Frank Luckel requested the State Senate committee

(*Continued on next page*)

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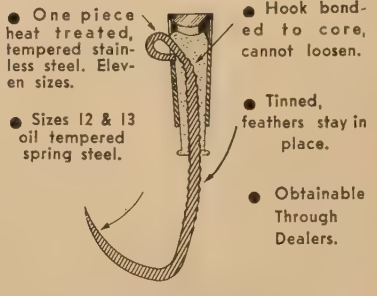
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Fair Winds

By SEYMOUR E. FRANCIS

JULY will introduce one of the most event-packed months in San Diego's history, and, naturally, will receive nationwide publicity, for there are more important civic and national programs scheduled for that month than in any other in the Border City's list of important community affairs during the year of 1951.

First, and of Statewide importance to all true Californians, is the Southern California county's big fair, which gets underway on June 29 and runs until July 8, at Del Mar's huge and beautiful fairgrounds. This, of course, will be well up on the list of "musts" for practically every San Diegan, and for those out-of-towners who know that the Heaven on Earth city's three-ring spectacle is one of the finest of its kind in California.

Next, and of National importance, is the July 4th celebration of the signing of the Declaration of Independence, a prized piece of parchment that has cost the blood of thousands of American doughboys on foreign shores, fighting to preserve the Democratic policies inscribed thereon. And, it might be humbly added, men who could never be duplicated in spirit, ability and principles in defending, to the death, their inbred and constitutional rights to live the life they, themselves, wished to live.

Probably the most important event, civically speaking, is the proposed Golden Jubilee of the San Diego Tuna Fishing Fleet, an industry that reaps between 50 and 75 millions of dollars each year, and which keeps San Diego among the industrial giants of the Nation. The Golden Jubilee is, understandably, an avenue of happy conversation with this person, for I'm in on the ground floor of an event that portends of colossal heights in civic celebration and commemoration. The fishermen of San Diego have long sweated out a living by dragging the ocean depths for the delicacies that grace grocers shelves in fancy-labeled tins, and, in my opinion, deserves some recognition for their efforts, not only in putting forth their noblest efforts in supporting their families, but also as members of a growing community who have, deep inside, a proud and enviable respect for their city.

The fisherman is a happy-go-lucky kind of person, with a smile for all friends and a few crisp ejaculations for those who do not approach on a friendly mission; quick to lend a helping hand, and reluctant to ask for assistance because of his proud bearing and natural pride; always ready to empty his larder, both aboard ship and in his private domocile, to his visitors or guests, and usually susceptible to discussing his adventures experienced at sea with his ship. This, then, is the type of man that carries on the tradition of friendliness and hospitality in San Diego, and to him must be accorded a substantial city-wide recognition in the form of a celebration, which will witness, among other things, yacht racing, motorboat racing, street and boat parades, street dancing, fireworks aboard a barge in the harbor, carnival booths situated along the Embarcadero, Navy, Coast Guard, Air Force, Marine and Army contingents proferring a friendly hand and respectful salute as they present their individual and combined presentations of recognition, all Navy craft brightly decorated to lend an air of gaiety and flamboyance, fishermen craft blessed by Rev. O'Donohue, San Diego's main street decorated with flags and bunting, numerous military and civilian bands and orchestras lending their poetic notes of composition, and many, many other events. These are just a few of the civic accolades to be presented to the fishermen of San Diego in a three-day Mardi Gras celebration that will put the New Orleans spectacle in a minor capacity of entertainment.

It's about time. In fact, this celebration is approximately half a century late.

to postpone consideration of his fishi boat tax exemption for an indefini period of time, stating that "The tu boat people asked for it." Senator A thur Breed Jr., of Oakland, chairma of the senate revenue and taxation co mittee, reluctantly complied with the r quest. "A lot of persons have come long ways and have made special a rangements to attend this importa committee hearing," Breed said. "A la minute change is an inconvenience them," he said.

The measure, which has already bee approved by the Assembly, provide for a proposed 90 percent tax exem tion to owners of fishing boats of mo than 50 tons gross registry. The pr posal resulted in a deluge of irate pr tests from small craft owners decryi the prejudice shown in favor of th large clipper owners. As originally in troduced, the bill would have grante tax exemptions to all fishing vessel large and small, based on the amou of time they actually remained at se

EMPORIUM

Food and Fanfare:

Point Loma, Calif., April 3—(MPA —What is perhaps one of the mo modern super-markets ever built in th Point Loma area was formally opene early this month when, with the usua fanfare of big lights and an inquisitiv public, the De Falco Super-Marke under the direction of President, Lou E. De Falco, threw wide its many swin ing doors and invited Mr. and Mr John Public to meander throughout th 14,000-square-foot establishment an observe the super-duper accessories i stalled for their benefit. Needless state, Mr. and Mrs. J. P. were visib impressed with the very latest in ele trical appliances, food departmen meat and delicatessen sections, impo ed food department, frozen food rack a store bakery and six check-out stan that feature automatic turntables carry purchases to the checker, th eliminating a glaring bottleneck in t store's operation.

The new super-market is part of half-million-dollar organization, and t second unit operated by the De Fal family. The store most San Diegans a familiar with is the India and Da Street establishment, which was beg in 1936 following a shift from State a F streets, the site of the founding De Falco enterprises. Father Frances De Falco opened his store on that c ner in 1910, and the death of the kind old gentleman placed the responsibil of continuing the store's excellent s vice to fishermen squarely on the bro shoulders of big Louie De Falco, old offspring, and his success with the fa ily's bread-and-butter venture is obvi

he new establishment in Point Loma
its out. The stores are operated by
ctor Louie and his two brothers and
sister, Eugene, Philip and Santina,
ectively, all of whom work at the
a Street unit.

CRAB ON WHEELS

ng Car Delicacy:

an Diego, Calif., April 20—(MPA)
cording to the current trend indi-
d by reports from railroads, crab
t is suddenly in the traveling spot-
t as a palatable preference among
elers of the rail set. Leading pur-
r of the crab delicacies is the Union
fic Railroad which revealed its din-
cars prepared two-and-a-half tons
racked crab during the month of
ch, an increase of almost 50% over
normal consumption of the delicious
delicacy.

FALSE COLOR CRACKDOWN

Curb:

cramento, Cal., April 2—(MPA)—
crackdown measure hitting at fish-
en who take sardines for bait and
them to processors for reduction
won approval of the State Senate.
upper house unanimously passed
sent to the Assembly a bill by Sen-
H. R. Judah (R-Santa Cruz) im-
ng the prohibition. Judah said the action is necessary to help fish and game officers curb illegal fishing.

APPETITES

1951 Style:

Eureka, Cal., April 6—(MPA)—Prospects thus far are that civilian per capita consumption of fishery products in 1951 will be slightly higher than a year earlier, according to a recent report prepared by the Bureau of Agricultural Economics of the U. S. Department of Agriculture, in cooperation with the U. S. Fish and Wildlife Service.

Stocks of frozen fish and shellfish at the beginning of the year appeared to be sufficient for domestic needs until early spring when commercial fishing activities expand seasonally, the report revealed.

Supplies of canned fishery products, except for salmon, are expected to continue large enough to meet the anticipated domestic and foreign demand but prices will probably remain somewhat above those of the previous year until the 1951 packs begin moving to market in large volumes after mid-year.

INTERNAL DIFFICULTIES

The Shark:

Santa Cruz, Cal., April 9—(MPA)—Moss Landing Harbor has been landing big shark, with about three of the huge monsters being towed to local canneries for livering each day. Weighing several tons each, the livers, which are valuable for their oil, average about a ton to a fish. With fair weather prevailing, which makes it easier to spot the vicious shark, three boats are now working in a company from Moss Landing, located in Monterey Bay.

STILL ON TOP

Dominating:

Seattle, Wash., April 7—(MPA)—Although salmon dominated Washington State's fish packing operations in 1950, a total of 146,285 cases of other sea foods were processed in state canneries. The final total is based on 48-pound cases and not the smaller units normally packed.

(*Continued on next page*)

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Oysters accounted for the big share of the pack, reaching a figure of 64,251 cases, while tuna registered the next highest total with 57,876 cases. Other varieties included clams, 13,497 cases; crabs, 10,180; shad, 229; shad roe, 200, and sturgeon, 52. The total for 1949 was 167,324 cases. Most of the drop came in the oysters and crab output.

Grays and Willapa harbors led the state with 125,493 cases. Puget sound produced 18,114 cases and the Columbia River 2,678. Including import fish, the state's salmon pack amounted to 636,157 cases.

LA CRUSTACEAN

Ecstasies Yet Unplumbed?

Sacramento, Cal., April 2—(MPA)—In a move to improve the crab trade in California, two proposals were approved by the State Senate Fish and Game Committee late last month. The upper house group okayed the first proposal that would permit California-caught crab caught in season to be frozen or cooked for sale the year around, and passed a second proposal permitting a two year experiment to determine whether a big-time shrimp and prawn industry can be developed on California's coast. At present, crab in any form can only be sold during the open season. The measures thus permit canners and freezers to stockpile the succulent crab meat during the season for sale during off-months. Approval of the shrimp and prawn measure came after State fish experts testified rich beds of high quality have been detected off Santa Barbara, in Morro Bay and in Bodega Bay.

BEAN CITY BRANNIGAN

Preparations:

Boston, Mass., April 10.—(MPA)—Officers of the Advisory Committee to the U. S. Commissioners for the International Northwest Atlantic Fisheries Commission convened for a two-day meeting in the Bean City on March 20, and, following the usual toasts, flowery introductions and committee procedures, got down to business.

First action to be completed on t long agenda was the recording of unanimous vote by the committee to us a conservation recommendation by th U. S. Fish and Wildlife Service on mes size at the international meeting of U S. Commissioners. The F. & W. S. pro posed a minimum mesh size for haddo of 4⅝ inches closed, measured insid knots as the net is in use. It was agree the Commissioners will not take a fina position on the question without furthe consultation with the Committee. Th Advisory Committee was summoned t attend the gathering in order to prepar American policies on key problem which are expected to arise at a meet ing of the International Commission i Washington, which is now underway.

Ten nations will attend the Capito conference to organize and discuss con servation questions concerning the inte national fisheries in the Northwest A lantic. In addition to the United States Canada, Great Britain, Iceland, and Den mark already have ratified the treaty It became effective by its ratification b four nations. The other five signatorie are Norway, France, Portugal, Spain and Italy.

SPLIT

One To Go:

Sacramento, Cal., April 2—(MPA)— Assemblyman Frank Luckel had one bi defeated and a second carried over to future date at a recent session of th Assembly Fish and Game committee i the state capitol. Luckel's first bi (499) to allow commercial fisherme to fish free was turned back, and a commercial interests present oppose this measure. The second bill (497) l Luckel that would provide free anglin licenses to all California residents years of age or over was reset for hearing later in the month.

Assemblyman Vincent Thomas' bi (2206), providing that instead of sei ing nets of commercial boats caug fishing in closed waters the nets be ta

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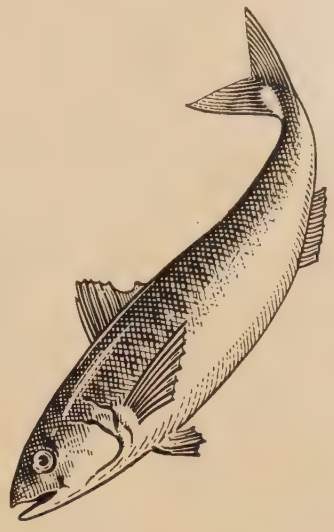
by wardens so the commercial angl- ould keep them in their possession, approved. Thomas declared the bill introduced in behalf of wardens in San Pedro area. He explained that ne wardens have a difficult time ng more than one or two arrests at ie because it is necessary at present hem to seize the nets. While the ens are confiscating one or two other violators disappear, Thomas

rther discussion by the Assembly and Game committee revealed that year the State Division of Fish and e issued 985,000 sports fishing li- s, 505,000 hunting licenses and y 14,000 commercial fishing li- s. More than $82,000,000 worth of were landed in 1949 by commer- fishermen alone.

BULL'S-EYE

n The Middle:

kland, Cal., April 2.—(MPA)—An essive total of 30,000,000 pounds na was landed by commercial fish- n at California ports during Janu- 1951. Though this is an unusually y catch, the monthly figures of the sion of Fish and Game do not in- e tuna landings for purposes other canning and processing. The figure ree times greater than the January, 1950, total. Skipjack tuna accounted for 16,584,000 pounds of the monthly landings, while yellowfin catches tipped the scales at 13,963,000 and albacore tuna weighed in at 406,000 pounds.



Sacramento, Cal., April 2.—(MPA)—California's organized sportsmen won the first round in their battle to ban commercial nets from the narrow confines of the Sacramento and San Joaquin Rivers. The Senate Fish and Game Committee, following a two hour hearing, recommended passage of a bill fixing a new line of demarcation at a point near Pittsburg. Net fishermen now are permitted to operate upstream to the "M" Street Bridge on the Sacramento and the Santa Fe Railroad Bridge on the San Joaquin.

Proponents from as far away as San Diego were on hand to press arguments that recreation fishing represents four times the value of the inland commercial catch to California's economy, and that both interests are threatened by the heavy inroads of commercial operations.

FOUR-YEAR HIGH

Sardine:

Los Angeles, April 14.—(MPA)—According to reports received from the Division of Fish and Game, landings of sardines at California ports during January brought the seasonal tonnage to the highest mark since 1946. A total of 36,700 tons of sardines was received for processing in the 31-day period. The incomplete seasonal total of 354,000 tons marks a four-year high. The statewide catch amounted to 336,000 tons in 1949, and only 160,000 tons in 1948.

The Southern California sardine fishing season ended Feb. 1, and landings for that date are not included in the

(*Continued on next page*)

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preliminary seasonal total announced by the division's marine fisheries laboratory.

Fishermen working out of the Santa Barbara, Los Angeles and San Diego regions in the season just ended scored highest with a catch of 286,500 tons. Landings in the Monterey region were reported as 53,000 tons, and in the San Francisco and northern California regions 14,728 tons.

From the August 1 opening of the northern California sardine fishing season to January 31, processors reported a pack of 1,999,000 cases of one-pound oval cans; more than 3,000,000 cases of other cans; over 6,000,000 gallons of oil and 42,900 tons of meal.

FAT FUTURE

To The North:

San Francisco, Cal., April 4—(MPA)—San Francisco's sprawling harbor will undergo a $10,000,000 expansion and modernization development program on a long range, flexible schedule, which will take approximately three years to complete. Harbor commissioners and praise agents cite the fact that improvements would aid the defense features of the port, thus solving the question of materials which are scarce to obtain. Included in the program are: Office buildings, piers, transit systems, passenger waiting rooms, bulkhead wharfs, transit sheds, maintenance shop, garage and extensive expansion works. As the need arises, other projects will be added to this list. Regional civic, business and promotional groups will be invited to comment and criticize on the master plan development program, the Harbor Commission reported, and meetings of joint committees directly connected with the program will be open to the public.

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NO NEW TROUBLE

Canvass:

San Diego, Calif., April 12—(MPA)—It was reliably reported this week by Earl M. Nielsen, president and general manager of the California Tuna Canning Co., that San Diegans face little competition in the near future from Gulf of Mexico ports regarding the tuna industries. Nielsen, who recently toured the prominent sea ports throughout the country, stated that eastern markets are still flooded with large shipments of Peruvian and Japanese canned tuna which had been imported before the new 45% tariff became effective, but he added that the increased tariff should curtail further imports.

CHANGE

On the Sly?

Washington, D. C., April 5—(MPA)—E. L. Bartlett, Alaska delegate, protested that the Defense Fisheries Administration was changing fishing regulations in two Alaska areas without holding public hearings in the territory.

Bartlett said in a letter to Albert M. Day, director of the Fish and Wildlife Service, that restrictions were being imposed "through the mechanism of a law that very surely was not written for any such purpose." The regulations, Bartlett said, would restrict the amount of gear that could be used at Bristol Bay and Cook Inlet. The action would be taken under the Defense Production Act of 1950. Overfishing during the 1950 season was given as the reason for the Cook Inlet restrictions, and at Bristol Bay the purpose would be to protect fishermen who can't take advantage of a relaxing of regulations on power boats.

HELPING HAND

In Peru:

Seattle, Wash., April 23—(MPA)—Seattle marine biologist, Charles B. Wade, will go to Peru to help establish a marine biological research unit. A University of Washington graduate, Wade has served 13 years with the U. S. Fish and Wildlife Service and the U. S. Army Engineers. Wade will help set up the research bureau in Peru as well as helping to train technicians in mari fishery biology.

He was aquatic biologist for the Ph ippine Fishery Program in Manila fr 1947 to 1950. Prior to that he served ichthyologist on the Allan Hanco Foundation of the University of Sout ern California from 1943 to 1946.

INDUSTRY

In Illinois:

Springfield, Ill., April 2—(MPA)—Commercial fishermen hauled in 2,35 000 pounds of marketable fish alo the Illinois shore of the Mississip River in 1950, an Illinois natural hi tory survey reported this week.

STRIKE

Peace:

San Diego, Cal., April 4—(MPA)—San Diego's tuna fleet strike came an end after a two-month squabble, a experts estimated that more than 8 9 million dollars were lost by the i dustry and community businessme One of the strangest factors in the strik was a premature announcement of settlement on the afternoon of Mar 28, for the fleet engineers, members Machinists Lodge 389-E, after acce ing contracts offered by the boat ow ers, called a meeting of its members a voted to reopen negotiations because several conflicting clauses found in t preliminary agreement. However, i legal difficulties were ironed out a the strike officially ended April 4, warding them with a three-year contra that called for a 1.13 percent raise, 48.13 percent of the catches on ea voyage. The fishermen received the sa increase awarded engineers, but the contract, which runs for three yea cities a proviso that permits them renegotiate contractural terms whenev the engineers seek a wage increase.

Immediately following formal settl ment of the wage dispute the city boat-infested waterfront became a sce of continuous activity and chatter, a before nightfall the following day mo than 40 huge tuna clippers were plo ing towards southern bait grounds a fishing banks. First clipper to leave t harbor was the *Sea Giant*, skippered Capt. Marco Collini and fishing f California Tuna Canning Compan The big vessel left at 1:45 a. m., Ap 5, and was followed, at 15 minute i tervals, by the clipper *Excalibur*, ski pered by Capt. E. Gonsalves, and t clipper *Carol Virginia*, under comma of Capt. George Stever. An origin plan calling for regimented dispat ing of clippers in order to conform wi cannery needs and schedules was ab doned, and clipper captains were t to depart as soon as they were prepar

so. The week ending April 21 dis-ed San Diego with an empty water-, for almost all of the 205-boat had been reactivated, although sev-vessels returned to port because of anical difficulties encountered ly after departure from the harbor s.

st of the clippers are heading for off Central America and the Gala-Islands, located off the coast of dor, while others, heeding cannery tors' desire to commence packing tions as soon as possible, will fish e Mexican westcoast banks and re-to San Diego with their catches as ly as holds are filled.

HAUL

rions:

e State Division of Fish and Game ted that 13 round-haul sardine and 139 fishermen were involved t seizures and arrests for violating ornia fishing laws in Southern ornia. More than $20,000 worth of and $8450 in sardine catches were scated. Arrests were made from the l boats *Marlin* and *Bluefin*, and ld Glass, Fish and Game warden, l that the arrests were the greatest er of violations ever recorded in gle sardine season in local waters.

ardens operating on the two 63-patrol boats were aided in their ance by radar and depth finders, he crews of both boats worked in inds of weather .

HARD LUCK

sion:

ptain Joe Kristensen, of the tuna er *Alert*, was hospitalized follow-n explosion to the 7-foot speed boat lipper carries. Capt. Kristensen, ng for bait in the Gulf of Panama, three miles off shore and several red feet from the mother ship when explosion occurred. Gas fumes in ilge of the boat ignited, causing the boat to burn and sink. The Captain suffered severe arm and leg burns before the *Alert's* crew members rescued him.

The *Alert* was fishing the waters in the Gulf of Panama for more than six months, and the 100 tons of yellowfin she had caught during that time was transshipped at Panama to vessels of the Grace and Johnson Lines for delivery to the F. E. Booth cannery in San Francisco.

MONEY

Investment:

A mighty expensive tuna clipper slid down the ways at Long Beach Marine Repair yard recently, for the *Northwestern*, originally constructed at a cost of $120,000, was refurbished at a cost of $220,000. The old clipper was renamed the *Evelyn R.*, after the wife of the new skipper, Manuel Rodriquez of San Diego. Fishing for the California Marine Curing and Packing Company in Los Angeles, the 126-foot vessel served during World War II as a refrigerator ship, carrying supplies and land troops on islands in the South Pacific. When returned to civilian use, the vessel was inactive for some time because her owners considered that it would cost too much to re-equip her for fishing use. However, she was purchased by a group of men a short time ago, and, following trial runs, will resume her operations for the cannery mentioned.

CLOSURE

Interior Order:

Secretary of Interior Oscar L. Chapman this month ordered five Alaskan salmon streams closed to all types of fishing because of a dangerous reduction in the size of salmon runs. The streams in question are the Gulkana Creek, Fish Creek, Ship Creek, Campbell Creek and Cotton Creek.

Chapman declared the action was taken to insure commercial fishermen of continued catches in abundant numbers during the seasons. The fish and wild life service in Anchorage, the area in which the streams are located, revealed

(*Continued on page 31*)

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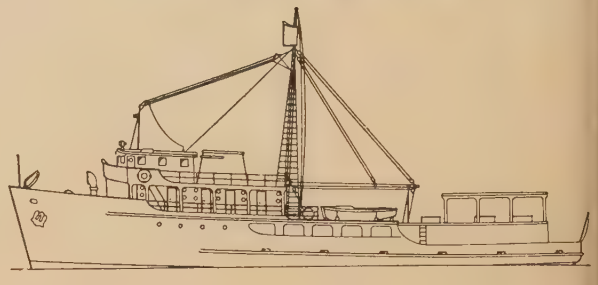

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his is the first time in the history e Territory that it had been found sary to place controls on fishing ersonal uses.

CRISIS

pan:

cording to a report received from am C. Herrington, chief of the pation Fisheries Division, Japan's g industry is facing a serious eco- c crisis.

at country's commercial mariners e wider areas in which to ply their ion, and, also, want additional fi- ng because of increased operation- penses and costs.

Herrington centered present difficulties on a 40% increase in the number of fishermen since the cessation of World War II, a shortage of sardines and herring, and greatly increased operating costs. To combat this problem, Herrington instilled the following program: Cut down over-fishing, develop sound conservation regulations, establish strong agencies to enforce regulations, improve quality and cut costs and establish a sound financing program.

NEW AID

Preservation:

After eight years of experimentation, a new preservative to supplement the

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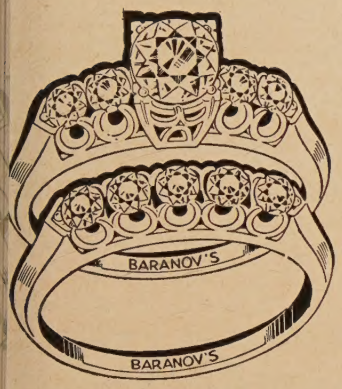

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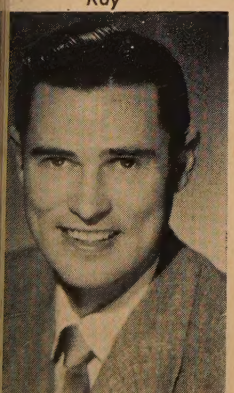

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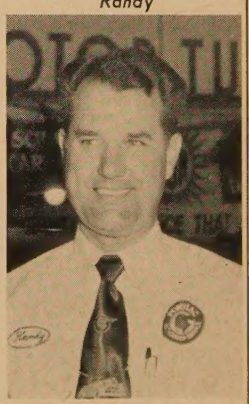

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icing of fish and other fresh foods during shipping and storage has been put into active use. The announcement came six years after the preservative first was tried in the halibut fishery in Seattle, Washington. George W. Burchard, president of Washington Laboratories, Inc., discoverers of the new preservative, revealed that on the first halibut test, fish caught 16 days before delivery to the cannery graded out No. 1. A more recent test in the use of the discovery on a fishing trip was completed when the otter trawler *Dakota*, owned and skippered by A. G. (Chet) Westman, returned to Bellingham with bottom fish that graded out No. 1, ten days after they were caught in Southeastern Alaska.

The new preservative is a powder, and can be used in the ice aboard a fishing vessel, in cooking water for crabs or shrimp, or as a dip for vegetables and fruits, such as cauliflower or oranges.

Crabs and crab meat, among the most perishable sea foods, have been kept fresh with the new preservative three time as long as would be possible normally.

POISON

Trouble:

Farmers using rotenone, a poison used in sprays, may be responsible for the decline in salmon and steelhead on all of the coastal streams in recent years. However, the discovery, made by the California Division of Fish and Game, was still insufficient in number of facts to definitely establish the poison as the real cause of trouble. The poison is not toxic to humans or animals, but kills fish almost instantly by paralyzing their gills and suffocating them.

An urgent investigation into the deaths of thousands of trout, salmon and steelhead in northern streams brought the discovery by Al Giddings, a 33-year-old fish and game warden in Marin County. He revealed that cattle crossing an overpass above the San Geronimo Creek had dripped the poison into the stream following a spraying by their owner. Giddings learned that one drop of rotenone will contaminate 32 gallons of water; one pound will kill all the fish in an acre of water one foot deep; and 7½ pounds of the poison will contaminate 2,443,882 gallons of water.

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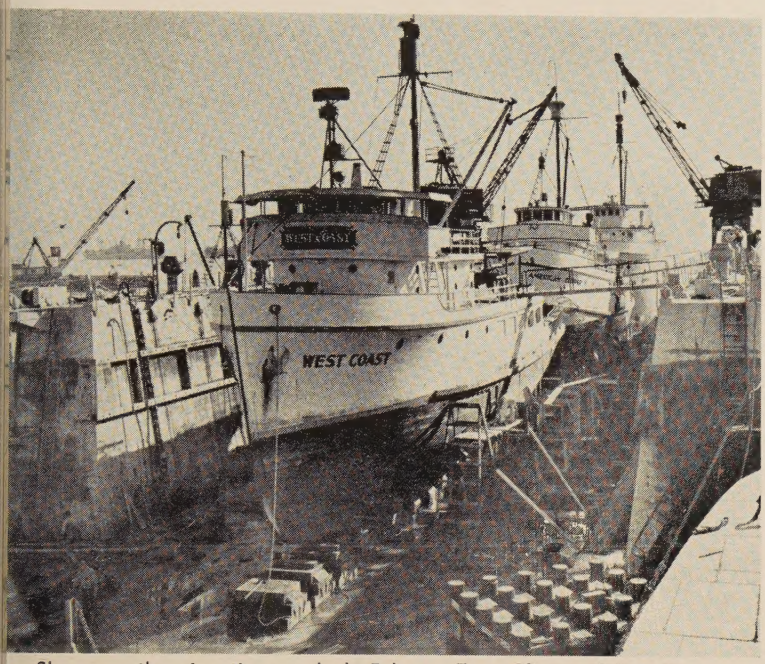

Shown on the gigantic new dock, Feb. 14, Tuna Clippers *West Coast*, *American Clipper* and *Ocean Pride*.

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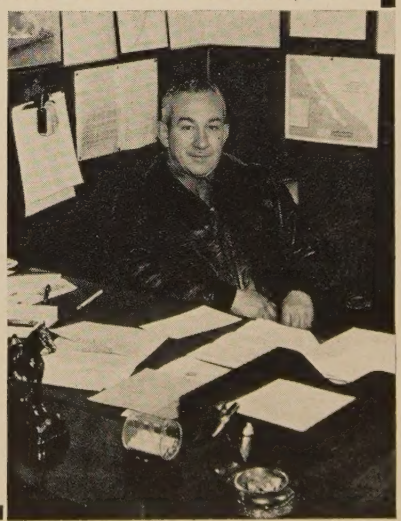

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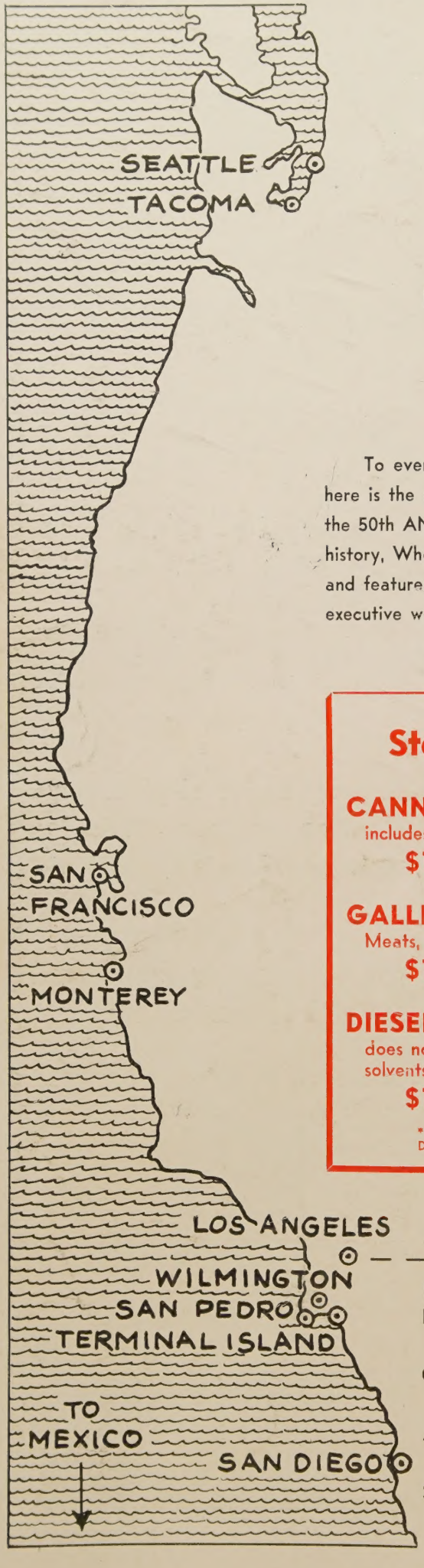

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* These figures are approximate, and are based only on those boats operating from the Los Angeles-San Diego area. For approximate figures on United States-Mexico Pacific Fisheries, multiply figures by 4.5.

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